

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 1

Date: February 3, 2010

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

See reverse side

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Item No.	Contract No.	Contractor/Agents	Subcontractors
19	C10079	HDR Engineering, Inc. Rob Klovsky	Birge Engineering, Inc. Steve Frieson David Evans & Assoc., Inc. Siegfried Fassmann Ecco Consulting Mary Bellicini Epic Land Solutions James Overcamp Group Delta Consultants, Inc. Michael Reader Gruen Associates Elaine Carbrey Hatch Mott MacDonald Don Dali Hexagon Transportation Consultants, Inc. Eric Bierce ICF Jones & Stokes Tony DeJulio Iteris, Inc. Steve Greene Pacific Railway Enterprises, Inc. Jim Hirsch Project Design Consultants, Inc. Rex Plummer SAF-r-DIG Utility Surveys, Inc. Donald Whitman Westbound Communications, Inc. Carrie Gilbreath

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

BOARD OF DIRECTORS ATTENDANCE RECORD - 2010

Name	Jan	Special Jan 20 Mtg.	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X												
Brad Mitzelfelt Board of Supervisors	X	X											
Paul Biane Board of Supervisors	X	X											
Josie Gonzales Board of Supervisors	X	X											
Neil Derry Board of Supervisors	X	X											
Charley Glasper City of Adelanto	X	X											
Rick Roelle Town of Apple Valley	X	X											
Julie McIntyre City of Barstow	X	X											
Bill Jahn City of Big Bear Lake	X												
Dennis Yates City of Chino	X												
Gwenn Norton-Perry City of Chino Hills	X	X											
Ed Graham City of Chino Hills	X	X											
Kelly Chastain City of Colton	X	X											
Mark Nuaimi City of Fontana	X	X											
Bea Cortes City of Grand Terrace	X	X											

X = member attended meeting.

* = alternate member attended meeting.

Empty box = Did not attend meeting

Crossed out box = not a Board Member at the time.

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BOARD OF DIRECTORS ATTENDANCE RECORD - 2010

Name	Jan	Special Jan 20 Mtg.	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Mike Leonard City of Hesperia	X	X											
Larry McCallon City of Highland	X	X											
Rhodes 'Dusty' Rigsby City of Loma Linda	X	X											
Paul Eaton City of Montclair	X	X											
Jeff Williams City of Needles	X												
Alan Wapner City of Ontario	X	X											
Diane Williams City of Rancho Cucamonga	X												
Pat Gilbreath City of Redlands	X												
Ed Scott City of Rialto	X	X											
Patrick Morris City of San Bernardino	X	X											
Jim Harris City of Twentynine Palms	X	X											
John Pomierski City of Upland	X	X											
Ryan McEachron City of Victorville	X												
Dick Riddell City of Yucaipa	X	X											
William Neeb Town of Yucca Valley	X	X											
Ray Wolfe Ex-Official Member	X												

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BOARD OF DIRECTORS ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	Special May 20 Mtg	June	July	Aug	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X	X		X	X	X	X	X		X	X	X	X
Brad Mitzelfelt Board of Supervisors	X			X	X		X	X	X	X	X	X	X
Paul Biane Board of Supervisors	X		X	X			X	X	X		X	X	X
Josie Gonzales Board of Supervisors	X	X	X	X	X		X		X	X	X	X	X
Neil Derry Board of Supervisors		X	X	X	X	X	X	X	X		X	X	X
Charley Glasper City of Adelanto	X	X	X	X	X		X	X	X	X	X	X	X
Rick Roelle Town of Apple Valley	X	X	X	X	X	X	X	X	X	X	X	X	X
Julie McIntyre City of Barstow	X	X	X	X	X		X	X		X		X	X
Bill Jahn City of Big Bear Lake	X	X	X	X	X	X	X	X	X	X	X	X	X
Dennis Yates City of Chino	X	X	X	X	X	X	X	X	X		X	X	X
Gwenn Norton-Perry City of Chino Hills		X	X	X	X			X	X		X	X	X
Kelly Chastain City of Colton	X	X	X	X	X	X	X	X	X	X	X	X	X
Mark Nuaimi City of Fontana	X	X	X	X	X	X	X	X	X	X	X	X	X
Bea Cortes City of Grand Terrace	*	X	X	X	X	X	X	X	X		X	X	X
Mike Leonard City of Hesperia	X	X		X	X		X	X	X		X		X

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BOARD OF DIRECTORS ATTENDANCE RECORD - 2009

Name	Jan	Feb	March	April	May	Special May 20 Mtg	June	July	Aug	Sept	Oct	Nov	Dec
Larry McCallon City of Highland	X	X	X	X	X	X	X	X	*	X	X	X	X
Rhodes 'Dusty' Rigsby City of Loma Linda	X	X	X	X	X	X	X	X		X	X	X	X
Paul Eaton City of Montclair	X	X	X	X	*		X	X	X	X	X	X	X
Jeff Williams City of Needles	X	X		X	X		X	X	X	X		X	
Alan Wapner City of Ontario	X	X	X	*	X		X	X	X	X	X	X	X
Diane Williams City of Rancho Cucamonga	X	X	X	X	X	X	X	X	X	X	X		X
Pat Gilbreath City of Redlands	X	X	X	X	X	X	X	X	X	X	X	X	X
Grace Vargas City of Rialto	*	X	X	X	X	X	X	X	X	X	X	X	X
Ed Scott City of Rialto	X	X	X	X	X		X	*	X	X	X	X	X
Patrick Morris City of San Bernardino	X	X	X	X	X		X	X	X	X	X	X	X
Jim Harris City of Twentynine Palms	X	X	X	X	X	X	X	X	X	X	X	X	X
John Pomierski City of Upland	X	X	X		X	X	X	X	X			X	X
Ryan McEachron City of Victorville	X	X	X	X	X	X	X	*	X	X	X	X	X
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X	X
William Neeb Town of Yucca Valley	X	X	X	X	X	X	X	X	X	X	X		X
Ray Wolfe Ex-Official Member	Jesus Galvan	X	X	X	Basem Muallem		Basem Muallem	X	X	X	X	X	X

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 3

Date: February 3, 2010

Subject: November and December 2009 Procurement Report

Recommendation: Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or designee, is authorized to approve Purchase Orders up to an amount of \$50,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Administrative Committee for the months of November and December 2009.

Financial Impact: This item imposes no impact on the FY 2009/2010 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item was reviewed and received by the Administrative Committee on January 13, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

NOVEMBER AND DECEMBER 2009 REPORT OF PURCHASE ORDERS

	Vendor	Purpose	Sole Source Y/N	Amount
10TWSSS	The Whistle Stop Snack Shop	Refreshments for SANBAG Board and SANBAG policy committee meetings	No	\$12,400.00
P10139	Padilla & Associates	Consultant for DBE/UDBE contract terminology and goals; RFQ, RFP, SOQ language; creation of DBE/UDBE contract specific goals	Yes – Firm was selected based upon demonstrated experience with transportation agencies and the company's unique qualifications	12,750.00
P10140	Techno West	Clean, blast, and primer 24 ea various sized plates and bearing assemblies (both sides)	No	6,461.00
P10141	TH Enterprises, Inc.	Purchase and install HP Proliant DG 160 GB Server and Mocerisoft Windows Server 2008	No – Per Contract A09192	6,205.00
P10145	Chung & Chung Accountancy	Services for completion of year-end audit and reconciliation of the existing Measure I sales tax	Yes – urgent time constraints	36,000.00
			TOTAL PURCHASE ORDERS ISSUED	\$ 73,816.00

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Minute Action

AGENDA ITEM: 4

Date: February 3, 2010

Subject: Measure I Revenue Receipts-Program to Date

Recommendation:* Receive and File Report

Background: Sales tax revenue collections for the current Measure I will soon expire and will be replaced by the new Measure I 2010-2014. It was originally estimated the existing Measure I revenue would generate approximately \$1.6 billion over a twenty year period. Current accumulative total receipts have already exceeded this estimate.

Attached is a summary of the current Measure I receipts by quarter and accumulative total since its inception. The quarterly receipts represent sales tax collections from the previous quarter taxable sales. For example, receipts for October-December represent sales tax collections from July-September.

Measure I revenue receipts for fiscal year 2008-2009 decreased by \$19.7 million or 13.99% from the previous fiscal year due to the current economic recession. Measure I receipts for the first two quarters of fiscal year 2009-2010 have decreased by 23.33% and 17.18% respectively from the previous fiscal year.

Measure I revenue for the 2009-2010 fiscal year budget was estimated to be \$117.9 million. It is projected Measure I receipts will decrease to \$105 million

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Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

for fiscal year 2009-2010 based on recent collections. In the past, when actual Measure I revenues were less than budget estimates; the shortfall was offset by undesignated fund balance. The severity of the economic downturn and significant decrease in revenue has made it difficult to rely solely on existing fund balances. Project cash flows must be strictly monitored and other funding and/or expenditure reduction alternatives considered in the future.

Financial Impact: The decrease in current and future Measure I collections will have a negative impact on borrowing and delivery of major projects. The economy and future Measure I revenues are not expected to improve until the later part of 2010.

Reviewed By: This item was reviewed and received by the Administrative Committee on January 13, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer

Summary of SANBAG Measure I Receipts - Program to Date

Fiscal Year	July- September	October- December	January- March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 1990/1991						\$4,125,778
Fiscal Year 1990/91	11,694,216	13,253,537	13,308,816	12,398,068	50,654,637	\$54,780,415
Fiscal Year 1991/92	12,989,297	13,860,186	14,037,623	12,897,219	53,784,325	\$108,564,740
% Increase Over 90/91	11.07%	4.58%	5.48%	4.03%	6.18%	
Fiscal Year 1992/93	14,322,191	13,757,064	13,595,748	13,072,609	54,747,612	\$163,312,352
% Increase Over 91/92	10.26%	-0.74%	-3.15%	1.36%	1.79%	
Fiscal Year 1993/94	13,675,785	13,960,957	13,853,502	13,352,206	54,842,450	\$218,154,802
% Increase Over 92/93	-4.51%	1.48%	1.90%	2.14%	0.17%	
Fiscal Year 1994/95	14,111,381	14,672,672	15,389,457	13,786,993	57,960,503	\$276,115,305
% Increase Over 93/94	3.19%	5.10%	11.09%	3.26%	5.69%	
Fiscal Year 1995/96	15,497,128	15,461,874	15,661,731	15,416,635	62,037,368	\$338,152,673
% Increase Over 94/95	9.82%	5.38%	1.77%	11.82%	7.03%	
Fiscal Year 1996/97	15,911,748	15,922,724	17,136,362	15,875,921	64,846,755	\$402,999,428
% Increase Over 95/96	2.68%	2.98%	9.42%	2.98%	4.53%	
Fiscal Year 1997/98	17,093,628	17,131,536	18,487,479	16,707,800	69,420,443	\$472,419,871
% Increase Over 96/97	7.43%	7.59%	7.88%	5.24%	7.05%	
Fiscal Year 1998/99	17,809,667	18,707,481	18,359,513	18,367,306.21	73,243,968	\$545,663,838
% Increase Over 97/98	4.19%	9.20%	-0.69%	9.93%	5.51%	
Fiscal Year 1999/2000	19,895,554	19,476,386	21,677,510	20,386,548	81,435,998	\$627,099,837
% Increase Over 98/99	11.71%	4.11%	18.07%	10.99%	11.18%	
Fiscal Year 2000/2001	21,954,344	23,038,016	22,728,229	22,266,392	89,986,982	\$717,086,818
% Increase Over 99/00	10.35%	18.29%	4.85%	9.22%	10.50%	
Fiscal Year 2001/2002	23,148,536	23,913,766	24,265,400	23,130,264	94,457,965	\$811,544,784
% Increase Over 00/01	5.44%	3.80%	6.76%	3.88%	4.97%	
Fiscal Year 2002/2003	24,290,692	26,740,547	25,501,345	25,618,125	102,150,709	\$913,695,493
% Increase Over 01/02	4.93%	11.82%	5.09%	10.76%	8.14%	
Fiscal Year 2003/2004	26,423,914	27,772,164	27,825,658	28,329,546	110,351,283	\$1,024,046,775
% Increase Over 02/03	8.78%	3.86%	9.11%	10.58%	8.03%	
Fiscal Year 2004/2005	31,427,542	31,888,708	33,685,113	31,791,981	128,793,344	\$1,152,840,119
% Increase Over 03/04	18.94%	14.82%	21.06%	12.22%	16.71%	
Fiscal Year 2005/2006	35,206,940	38,420,012	37,006,506	35,047,331	145,680,790	\$1,298,520,909
% Increase Over 04/05	12.03%	20.48%	9.86%	10.24%	13.11%	
Fiscal Year 2006/2007	37,702,174	39,367,420	34,782,181	34,899,517	146,751,291	\$1,445,272,200
% Increase Over 05/06	7.09%	2.47%	-6.01%	-0.42%	0.73%	
Fiscal Year 2007/2008	37,279,235	36,106,832	34,172,721	33,243,262	140,802,050	\$1,586,074,250
% Increase Over 06/07	-1.12%	-8.28%	-1.75%	-4.75%	-4.05%	
Fiscal Year 2008/2009	34,203,118	32,404,049	28,695,612	25,807,074	121,109,853	\$1,707,184,103
% Increase Over 07/08	-8.25%	-10.26%	-16.03%	-22.37%	-13.99%	
Fiscal Year 2009/2010	26,224,529	26,836,561			53,061,089	\$1,760,245,192
% Increase Over 08/09	-23.33%	-17.18%				

Interesting Statistics:

Average annual growth since FY 1990/91 (17 FYs): 4.91%		Low-Q1 in 90/ \$11,694,216
Lowest Growth Yr-FY 08/09: -13.99%	Highest Growth Yr-FY 04/05: 16.71%	
Lowest Growth Period 1st Quarter FY 09/10: -23.33%	Highest Growth Period 3rd Quarter FY 04/05: 21.06%	High-Q2 in 06/ \$39,367,420

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 5

Date: February 3, 2010

Subject: San Bernardino Associated Governments (SANBAG) Financial Audit

Recommendation:* Receive the Annual Financial Audit for FY 2008/2009

Background: The Joint Powers Agreement creating SANBAG, as well as the Single Audit Act and the U.S. Office of Management and Budget (OMB) require an annual audit be conducted of SANBAG and its affiliated organizations. The audit of the financial statements for fiscal year 2008/2009 has been conducted by the firm of Vavrinek, Trine, Day & Co., LLP.

The financial audit was comprised of four basic elements:

1. Audit of SANBAG's Basic Financial Statements.
2. Audit of the State Transit Assistance Fund of the County of San Bernardino.
3. Audit of the Local Transportation Fund of the County of San Bernardino.
4. Single Audit Compliance Reports in accordance the OMB.

The audits of the Basic Financial Statements, State Transit Assistance and Local Transportation Funds, and Single Audit was submitted at the Administrative Committee and Audit Subcommittee meetings on January 13, 2010. A management letter from Vavrinek, Trine, Day & Co. was also included at that time.

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Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: This item has no direct impact on the budget. The findings presented are the result of an audit performed by Vavrinek, Trine, Day & Co., LLP. The audit contract costs are budgeted for in the Indirect-General (ISF10) and TDA Administration (50210000) tasks.

Reviewed By: This item was reviewed and received by the Administrative Committee on January 13, 2010.

Responsible Staff: William Stawarski, Chief Financial Officer



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 6

Date: February 3, 2010

Subject: SANBAG 2010/2011 Budget Schedule

Recommendation: * Approve 2010/2011 Budget Schedule

Background: The preparation of the fiscal year 2010/2011 budget requires a schedule for development, consideration and adoption of the final budget appropriations.

The Administrative Committee is primarily responsible for policy input for the development and review of the budget. Other policy committees are also scheduled to consider proposed tasks under their purview.

A full Board of Directors Budget Workshop is scheduled in conjunction with the May Administrative Committee meeting for consideration of the proposed budget. Final budget adoption for fiscal year 2010/2011 is scheduled for the June Board of Directors meeting.

Financial Impact: This item has no immediate budgetary impact.

Reviewed By: This item was reviewed by the Administrative Committee on January 13, 2010 and unanimously recommended for approval.

Responsible Staff: William Stawarski, Chief Financial Officer

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

SANBAG Fiscal Year 2010/2011 Budget Schedule

<u>DATE</u>	<u>ACTIVITY</u>
January 13, 2010	Administrative Committee Review and Discussion of 2010/2011 Budget Schedule
February 3, 2010	Board Approval of 2010/2011 Budget Schedule
March 10, 2010	Administrative Committee Review of Tasks
March 11, 2010	Major Projects Committee Review of Tasks
March 17, 2010	Plans and Programs Committee Review of Tasks
March 18, 2010	Commuter Rail & Transit Committee Review of Tasks
March 26, 2010	Mountain/Desert Committee Review of Tasks
April 14, 2010	Administrative Committee Program Review
April 15, 2010	Major Projects Committee Further Review of Tasks if Required
April 16, 2010	Mountain/Desert Committee Further Review of Tasks if Required
April 21, 2010	Plans and Programs Committee Further Review of Tasks if Required
May 5, 2010	Board of Directors Presentation of the Proposed Budget
May 12, 2010	Board of directors Budget Workshop in Conjunction with Administrative Committee Meeting
June 2, 2010	Board of Directors Adoption of the SANBAG Fiscal Year 2010/2011 Budget

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
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Minute Action

AGENDA ITEM: 7

Date: February 3, 2010

Subject: FY 2010 Mid-Year Budget Review and Budget Amendment Authorization

- Recommendation:** *
1. Authorize the Executive Director to move funding sources in the approved 2009/2010 SANBAG budget from one Program area to another as may be required based on actual expenditures to adjust for changing revenue sources through June 30, 2010; and
 2. Authorize the Executive Director authority to amend the Fiscal Year 2009/2010 SANBAG budget for a variety of tasks as required to cover fringe, indirect, and County Transportation Commission (CTC) expenses up to a total amount of \$1,220,612 using Measure I Administrative, Traffic Management and Environmental Enhancement, and Major Projects Funds from the undesignated fund balances based upon actual staff hours expended through June 30, 2010.
 3. Direct staff to report to the Administrative Committee any budgetary adjustments.

Background: SANBAG staff has been monitoring the revenue received from various sources during the current year compared to 2009/2010 budget estimates and has conducted a mid-year review of budget to actual expenditures.

This item requests that the Executive Director be authorized to move funds in the adopted fiscal year 2009/2010 budget from one Program area to another as may be required to adjust for changing revenue sources. Staff is currently authorized to move funds among Tasks within a Program, but not from one Program to

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

another. This authorization will allow SANBAG to adjust funding levels and specific fund types where appropriate to best manage expenditures within the adopted budget. This authority will provide added flexibility to address additional revenue shortfalls that were not anticipated upon adoption of the SANBAG budget.

This item also requests that the Executive Director be authorized to increase the budget as required up to a total amount of \$1,220,612 to correct for unbudgeted expenses in the following areas:

Fringe Allocations. A shortfall in funding of the Fringe allocation in the amount of \$726,361 has been identified. This was due to lack of budget for the Retirement and Medical Trust Account in the fringe pool and fringe leave pay (administrative, holiday, sick, and vacation) inadvertently being included in the salary base for fringe calculation. These costs will accrue to various SANBAG tasks, based upon actual staff hours charged to specific task activities.

Indirect Allocation. Additional costs to the Indirect Allocation budget in the amount of \$369,251 are anticipated. These additional costs are being incurred as a result of need for temporary help for assistance with the year-end audit, implementation of the new financial accounting system, and closeout of Measure I 1990-2010.

County Transportation Commission General, Task No. 60110000. This task was inadvertently under-budgeted in an amount of \$125,000 below prior year levels, while activities related to this task have increased to address the challenges of shifts in transportation funding. An amendment to this task is required to correct the shortfall for commission fees, meeting expenses, and mileage.

The annual amounts for the budget adjustments listed above are in alignment with prior year Fringe, Indirect, and Commission budgeted rates. The need for these budget adjustments was reported to SANBAG officers and chairs in Fall of 2009, indicating that the necessary budget amendment would be requested as part of the mid-year review. The budget amendment recommendations are for Fiscal Year 2009/2010 only.

As the Board is aware, individual tasks within the SANBAG budget are funded with various types of both restricted and unrestricted revenue. Every effort is being made to minimize expenditures within tasks while assuring that critical activities move forward, depending upon fund availability. Well over 50 percent of the SANBAG budget is related to project delivery and is significantly impacted by project readiness and release of funds from other funding agencies. Aside from

these major construction projects and pass-through programs, SANBAG expenditures related to staff and operational costs of the agency constitute a relatively small percentage of the agency budget. Significant reductions of expenditures in these areas are very difficult to achieve without impacting programs and project delivery.

The added flexibility provided as part of the recommendations in this item will give management the ability to adjust fund types and expenditures in accordance with specific program activities. SANBAG staff will continue to monitor budget-to-actual reports and reduce expenditures where appropriate. Five approved positions remain vacant and will not be filled until appropriate under the current budgetary situation. Staff will continue to monitor expenditures and report to the Administrative Committee through the end of the fiscal year.

Financial Impact: This item authorizes budget amendments up to \$1,220,612 to various tasks within the FY 2009/2010 as required, funded from unallocated Measure I Administrative, Traffic Management and Environmental Mitigation, and Major Projects Fund balances. The remaining unbudgeted fund balances of these combined sources after this amendment totals approximately \$60 million. Any budgetary adjustments will be consistent with the projects, programs, and priorities established by the Board of Directors in the adopted SANBAG Fiscal Year 2009/2010 budget

Reviewed By: This item was reviewed by the Administrative Committee on January 13, 2010 and unanimously recommended for approval.

Responsible Staff: William Stawarski, Chief Financial Officer

Minute Action

AGENDA ITEM: 8

Date: February 3, 2010

Subject: Request for Proposal (RFP) for Property Management/Facilities Management Services

Recommendation: * Authorize staff to release Request for Proposal (RFP) 10164 for Property Management/Facilities Management Services of the San Bernardino Depot.

Background: This intent of the RFP is to seek proposals from qualified vendors for property and facilities management services, with a contract to be issued by July 1, 2010. The current contract with CityCom Real Estate Services will end June 30, 2010. The scope of services for the new contract includes the following:

- a. Marketing leasable space;
- b. Screening of prospective tenants and negotiating leases for leasable space for approval by SANBAG after conferring with the City;
- c. Managing pre-existing and new leases, including the payment and allocation of common area and non-lease space expenses, the collection of rental income, handling eviction proceedings, and the distribution of any net rental income revenue to the City of San Bernardino and SANBAG. Adjustments to the allocation of common area and non-leased space expenses shall be made not more frequently than every six months;
- d. Hiring and oversight of a firm to provide security at the depot and its immediately adjacent parking areas (common areas) 24-hour 7-days/week;

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*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- e. Hiring and oversight of a firm to provide landscaping services for the common area;
- f. Manage competitive bidding for any maintenance or repair services required for the building and common areas, including but not limited to HVAC, pest control, lighting, fire extinguisher and alarm systems, window cleaning, elevator repairs, day porter etc.;
- g. Hiring and oversight of a firm for janitorial services including but not limited to building interior cleaning and trash removal for SANBAG and all office tenants, but would not apply to a restaurant or other food-related use that would be responsible for its own janitorial service. Janitorial services will also be required following any scheduled use of the banquet/community room;
- h. Facilitate day-to-day building maintenance and repairs as needed;
- i. Maintaining the methodology of allocating and documenting common area cost amongst all leasable space;
- j. Document and allocate non-leased space cost amongst SANBAG and the City;
- k. To market, schedule, and arrange accommodations for the availability of the Banquet/Board meeting room for community meetings and other events;
- l. Prepare periodic comparative market analysis of current rental values.

Financial Impact: This item is consistent with the FY 2009/2010 budget. TN 80510000.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on January 13, 2010. SANBAG Counsel has reviewed and approved the draft RFP as to form.

Responsible Staff: Duane Baker, Director of Management Services

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

REQUEST FOR PROPOSAL

FOR

PROPERTY MANAGEMENT/FACILITIES MANAGEMENT SERVICES

For

Santa Fe San Bernardino Depot located at 1170 West 3rd Street

Contract Number: C10164

Issued:

February 4, 2010

Key RFP Dates:

Issue Request for Qualifications	February 4, 2010
Pre Proposal Meeting & Tour (Non Mandatory)	February 24, 2010
Statement of Proposal Due	March 10, 2010
Shortlist and Notify Contractor (Anticipated)	March 2010
Interview Shortlisted Contractor (Anticipated)	March 2010
Select Contractor (Anticipated)	April 7, 2010
SANBAG Board Approval (Anticipated)	May 5, 2010
Notice to Proceed (Anticipated)	June 2010

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)

REQUEST FOR PROPOSAL

FOR

PROPERTY MANAGEMENT/FACILITIES MANAGEMENT SERVICES

I. INTRODUCTION

The San Bernardino Associated Governments (SANBAG) and the City of San Bernardino are seeking proposals for property management services relating to the occupancy of the Santa Fe San Bernardino Depot located at 1170 West 3rd Street. The building as well as the land upon which it sits is jointly owned by SANBAG and the City of San Bernardino as tenants in common. Attachment A provides an estimate of the leasable space and common area square footage. It also provides floor plans showing the space occupied by SANBAG and tenants.

SANBAG and the City intend to select one contractor to provide these services and the estimated contract term is 1 year, with four 1 year options at SANBAG's discretion to extend the contract. The contract will be awarded without discrimination based on race, religion, color, age, sex, or national origin.

II. SERVICES

A formal agreement between SANBAG and the City specifies certain responsibilities of the property management firm (see Attachment B – Excerpts from SANBAG Cooperative Agreement 04-040). Those responsibilities will include, but are not limited to:

- A. Marketing leasable space.
- B. Screening of prospective tenants and negotiating leases for leasable space for approval by SANBAG after conferring with the City.
- C. Managing pre-existing and new leases, including the payment and allocation of common area and non-lease space expenses, the collection of rental income, handling eviction proceedings, and the distribution of any net rental income revenue to the City of San Bernardino and SANBAG. Adjustments to the allocation of common area and non-leased space expenses shall be made not more frequently than every six months.
- D. Hiring and oversight of a firm to provide security at the depot and its immediately adjacent parking areas (common areas) 24-hour 7-days/week.
- E. Hiring and oversight of a firm to provide landscaping services for the common area.
- F. Manage competitive bidding for any maintenance or repair services required for the building and common areas, including but not limited to HVAC, pest control, lighting, fire extinguisher and alarm systems, window cleaning, elevator repairs, day porter etc.
- G. Hiring and oversight of a firm for janitorial services including but not limited to building interior cleaning and trash removal for SANBAG and all office tenants, but would not apply

to a restaurant or other food-related use that would be responsible for its own janitorial service. Janitorial services will also be required following any scheduled use of the banquet/community room.

- H. Facilitate day-to-day building maintenance and repairs as needed.
- I. Maintaining the methodology of allocating and documenting common area cost amongst all leasable space.
- J. Document and allocate non-leased space cost amongst SANBAG and the City.
- K. To market, schedule, and arrange accommodations for the availability of the Banquet/Board meeting room for community meetings and other events.
- L. Prepare periodic comparative market analysis of current rental values.

III. MATERIALS FURNISHED BY SANBAG

All software, data, reports, materials, surveys, drawings, and other documents furnished to the Property Management Firm by SANBAG for the Property Management Firm's use in the performance of services shall be made available only for use in performing the assignment and shall remain the property of SANBAG. All such materials shall be returned to SANBAG upon completion of services, termination of the Agreement, or other such time as SANBAG may determine.

IV. PROPOSAL INSTRUCTIONS

All interested and qualified Proposers are invited to submit a proposal for consideration. Proposals will be accepted until 4:00 PM, Wednesday, March 10, 2010. Six (6) copies are required. Facsimile and electronically transmitted proposals will not be accepted since they do not contain original signatures. Postmarks will not be accepted in lieu of actual receipt. Late or incomplete proposals may not be opened and may not be considered.

Proposals shall be delivered to: Mr. Duane Baker
Director of Management Services
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

Proposals shall be submitted in a sealed package, addressed as shown above, clearly marked as follows:

"PROPERTY MANAGEMENT/FACILITIES MANAGEMENT SERVICES"

Proposals must contain the information listed below and must be compiled in the following format:

A. Cover Letter

Provide the following information:

- A statement requesting SANBAG to evaluate the submitted proposal based upon the Scope of Services for the subject RFP.
- Summary and description of the work to be performed by firm and each subcontractor firm proposed for the project
- Indicate the location of the office from which the proposed project team will be managed.
- In accordance with SANBAG Policy No. 11000-R10, Sect. 7.A.2.f, provide a response to the following question: Has your firm ever been terminated from a contract? If the answer is yes, see item B below.
- A memorandum from a principal from each subcontractor firm describing their specific roles and the services they will be performing.

B. Contract Termination Circumstances:

If contractor has ever been terminated from a contract, either for convenience and/or cause, describe the facts and circumstances in detail, on a separate sheet. See policy for details.

C. Technical Proposal Content:

1. Qualifications, Related Experience, and References

This section of the proposal should establish the ability of the proposed team to satisfactorily perform the anticipated scope of work by reasons of: experience in performing recent work of the same or similar nature; demonstrated experience working with local agencies and cities directly involved in this project; staffing capability; work load; record of meeting schedules on similar projects; and supportive client references. Specifically:

- Provide a brief profile of the firm, including the types of services offered; the year founded; form of the organization (corporation, partnership, sole proprietorship); number, size and location of offices; number of employees.
- Provide a general description of the firm's financial condition, identify any conditions (e.g., bankruptcy, pending litigation, planned office closures, impending merger) that may impede ability to complete the project.
- Describe the firm's experience in performing work of a similar nature to that solicited in this RFP, and highlight the participation in such work by the key personnel proposed for assignment to this project.
- Describe experience in working with the various government agencies that may have jurisdiction over the approval of the work specified in this RFP. Please include specialized experience and professional competence in areas directly related to this RFP.
- Provide a list of past joint work by the firm and each subcontractor, if applicable. The list should clearly identify the project and provide a summary of the roles and responsibilities of each party.

- f. A minimum of three (3) references should be given. Furnish the name, title, address and telephone number of the person(s) at the client organization who is most knowledgeable about the work performed. References may also be supplied from other work not cited in this section as related experience.

2. Proposed Staffing and Project Organization

This section of the proposal should establish the method that will be used to manage the project as well as identify key personnel assigned. Specifically:

- a. Provide education, experience and applicable professional credentials of project staff.
- b. Furnish brief resumes (not more than two [2] pages each) for the proposed Project Manager and other key personnel.
- c. Identify key personnel proposed to perform the work in the specified tasks and include major areas of subcontract work. Include the person's name, current location, proposed position for this project, current assignment, level of commitment to that assignment, availability for this assignment, and how long each person has been with the firm.
- d. Include a project organization chart that clearly delineates communication/reporting relationships among the project staff, including subcontractors.
- e. Include a statement that key personnel will be available to the extent proposed for the duration of the project assignments, acknowledging that no person designated as "key" to the project shall be removed or replaced without the prior written concurrence of SANBAG.

3. Work Plan

This section of the proposal shall provide a narrative that addresses the Scope of Services and shows understanding of the project needs and requirements. Specifically:

- a. Describe the approach and work plan for completing the anticipated tasks specified in the Scope of Services attached. The work plan shall be of such detail to demonstrate ability to efficiently accomplish the anticipated project objectives.
- b. Outline sequentially the typical activities that would be undertaken in completing the tasks and specify who in the firm would perform them.
- c. Identify methods that will be used to ensure quality control as well as budget and schedule control for the project.
- d. Identify any special issues or problems that are likely to be encountered during this project and how they will be addressed.
- e. Contractors are encouraged to propose enhancements or procedural or technical innovations to the Scope of Services that do not materially deviate from the objectives or required content of the project.

4. Appendices

Information considered as pertinent to this project and which has not been specifically solicited in any of the aforementioned sections may be placed in a separate appendix section. Contractors are cautioned, however, that this does not constitute an invitation to submit large amounts of extraneous materials; appendices should only be included if relevant and brief.

D. Contract Comments:

Provide a written discussion of any objections or concerns relative to the Terms and Conditions of SANBAG's standard contract attached. Please note that SANBAG reserves the right to disqualify any contractors that does not provide a complete written discussion of its contractual objections or to disqualify any contractor based on objections that SANBAG considers non-negotiable. SANBAG does not anticipate making substantive changes to its Terms and Conditions.

E. Entire Proposal:

The Contractor's proposal package is limited to 50 (8 1/2" x 11") pages single-sided. Charts and schedules may be included in 11" x 17" format. Proposals shall not include any unnecessarily elaborate or promotional material. Lengthy narrative is discouraged, and presentations should be brief and concise. The page limit does not include the outside cover, section dividers, cover letters and subcontractor commitment memorandum, charts, schedules or appendices. Proposals that do not contain the required information or do not contain the required number of copies (eight) will not be accepted.

F. Changes:

During the selection process, any changes in key contractor or subcontractor personnel proposed in the PROPOSAL must be brought to the attention of SANBAG immediately.

V. ACCEPTANCE OF PROPOSALS

SANBAG reserves the right to accept or reject any and all proposals, or any item or part thereof, or to waive any informalities or irregularities in proposals. SANBAG reserves the right to withdraw or cancel this RFP at any time without prior notice and SANBAG makes no representation that any contract will be awarded to any firm responding to this RFP. SANBAG reserves the right to re-issue a new RFP for the same or similar services. SANBAG reserves the right to postpone proposal openings for its own convenience. Proposals received by SANBAG are public information and must be made available to any person upon request. Submitted proposals are not to be copyrighted.

VI. CONTRACTOR SELECTION

The primary objective of SANBAG is to select highly qualified firms to perform necessary professional services for SANBAG at a fair and reasonable cost. Contractors may obtain a copy of the consultant selection policy by accessing the SANBAG website. In addition, SANBAG has established the following criteria for the selection process:

A. The selection process shall be fair, open, and competitive.

B. Selection of private contractors/firms shall be based upon demonstrated competence, professional qualifications, experience, and capabilities to perform the required services at a fair and reasonable price to SANBAG, rather than competitive bidding process.

- C. Upon review of the PROPOSALS, a shortlist of firms will be invited to prepare for an interview. The pending contract will be awarded to the responsible, responsive firm best conforming to the RFP, and is in the opinion of SANBAG, most advantageous to SANBAG. SANBAG reserves the right to reject any and all PROPOSALS and to negotiate with any responsible, responsive firm. SANBAG is under no obligation to issue contracts for the subject services.

VII. NEGOTIATIONS AND ENGAGEMENT

The final contract and Scope of Services will be negotiated. Contractors are encouraged to include in their PROPOSAL any comments relating to the Scope of Services and/or the terms and conditions of SANBAG's standard contract. In addition, Contractors are reminded that *any* comments regarding the Terms and Conditions of SANBAG's standard contract must be noted in the proposal. SANBAG reserves the right to disqualify any firm that does not provide written discussions of any disagreements it has relative to SANBAG's Terms and Conditions. SANBAG does not anticipate making any substantive changes to its Terms and Conditions.

VIII. CONFLICT OF INTEREST

The selected contractor will not be prevented from participating in future projects to the extent that no direct conflict of interest exists at the time. The determination of a conflict of interest, direct or incidental, shall be at the sole discretion of SANBAG.

IX. SCHEDULE FOR CONTRACTOR SELECTION

Issue Request for Qualifications	February 4, 2010
Pre Proposal Meeting & Tour (Non Mandatory)	February 24, 2010
Statement of Proposal Due	March 10, 2010
Shortlist and Notify Contractor (Anticipated)	March 2010
Interview Shortlisted Contractor (Anticipated)	March 2010
Select Contractor (Anticipated)	April 7, 2010
SANBAG Board Approval (Anticipated)	May 5, 2010
Notice to Proceed (Anticipated)	June 2010

Dates are subject to change. Additional information and schedule updates will be posted on SANBAG's internet website: www.sanbag.ca.gov under "Bids, RFPs and RFQs".

Contact List:

Appointment/Document Requests:	Colleen Franco	(909) 884-8276
Questions/Comments:	Duane Baker	(909) 884-8276

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: February 3, 2010

Subject: Overview of SB 83 (Hancock), Chapter 554

Recommendation:* Receive information on provisions of SB83.

Background: In 2009, the State Legislature authorized countywide transportation planning agencies/congestion management agency (CMA) to implement, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in a county for transportation-related programs and projects. Please refer to Attachment 1 for a detailed summary and analysis of the Bill.

Specifically, SB 83 provides the following stipulations if a CMA desires to place a fee on the ballot for voter consideration:

- Before placing a measure before the voters, the CMA governing board must adopt a resolution containing a finding of fact that projects and programs to be funded by the fee have a relationship or benefit to the persons who will be paying the fee and are consistent with the regional transportation plan.
- The finding of fact requires a majority vote of the governing board.

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

- The CMA governing board must also adopt a plan for the expenditure of fee revenues that finance projects and programs benefiting the persons paying the fee.
- The fee revenue is to be expended on congestion mitigation or pollution mitigation programs and projects.
- Defines "congestion mitigations programs and projects" and "pollution mitigation programs and projects".
- Limits the administrative expenses to 5% of the revenue collected by a CMA.
- Requires the Department of Motor Vehicles (DMV) to collect the fee upon the registration or renewal of the registration of a motor vehicle registered in the county.

Congestion Management Agency: A "countywide transportation agency" is defined in the bill as a "congestion management agency", as designated under law. SANBAG is the designated congestion management agency for San Bernardino County, and therefore authorized to exercise the powers under the bill to place a measure before the voters to impose a supplemental vehicle registration fee.

Eligible projects are broadly defined and can include both highway and transit projects (including transit operating expenses); however, the motivation of the author appears to point at congestion mitigation measures such as technological improvements (such as signal synchronization) and/or traveler information systems that both improve the operating efficiency of current infrastructure. The key in developing an expenditure plan under this program is identifying projects that have a nexus with the users who pay the fee that can be supported by a finding of fact, as the statute requires.

Estimated Revenue Generation

As the designated Service Authority for Freeway Emergencies (SAFE) for the County, SANBAG has collected a \$1 fee per registered vehicle since 1991 to fund the county wide call box program. It is anticipated that for this Fiscal Year (FY), the \$1 DMV fee will generate \$1.6 million for the program. Note that this revenue source is much more stable than sales tax and other types of use taxes, and over the past 13 years on average the SAFE has seen on average an increase of 2.25% per year in revenue. Growth was as high as 5% in FYs 04 and 05, and in FY 1997 there was a

decline of 5%. Other than growth or decline in vehicles sales, the greatest impact on the number of vehicles registered in the State seems to be tied to the overall cost to register the vehicles.

It is anticipated that a fee imposed in the County pursuant to SB 83 could generate anywhere from \$1.6 million to \$16 million (\$1 fee up to \$10 fee). Note that DMV only permits fee increases in dollar amounts; so for example, a \$1.50 fee levied is not permitted.

Things to Consider

Taxpayer organizations have contested registration fee measures on the basis that they believe the fees are taxes, thus requiring two-thirds voter approval. The bill requirement for a finding of fact on the nexus of benefit to user has satisfied the Governor, but not taxpayer advocate groups.

Additionally, funding from a voter-approved fee might absorb potential loss of funding from other state/federal resources due to the state budget deficit and the potential change of transportation programs authorized by Congress.

This item is intended to be an informational item for the SANBAG Board of Directors so that board members are aware that this tool has been made available by the Legislature. No action related to SB 83 authority is recommended at this time. It is expected that in 2010, additional legislative proposals to authorize vehicle license fees for other transportation programs will be introduced. SANBAG staff will monitor these proposals and keep the board apprised.

Financial Impact:

This item has no direct impact on SANBAG's FY 2009-10 Budget; however, future positive financial impacts to SANBAG's programs might result from a voter approved initiative.

Reviewed By:

This item was reviewed by the Administrative Committee on January 13, 2010. After discussion, the Committee recommended that SANBAG take no action to implement SB 83 at this time.

Responsible Staff:

Aaron Hake, Director, Intergovernmental and Legislative Affairs

ATTACHMENT #1

SB 83 (Hancock)

Version Date: 10/11/2009

Bill Analyzed: 10/27/2009

Bill location: Chaptered

Brief Summary

Authorizes a countywide transportation planning agency to impose, upon a majority vote of the electorate, an annual fee of up to \$10 on motor vehicles registered in a county for transportation-related programs and projects.

Digest

Specifically SB 83 does the following:

- Before placing a measure before the voters, the governing boards of the countywide transportation planning agency must adopt a resolution containing a finding of fact that projects and programs to be funded by the fee have a relationship or benefit to the persons who will be paying the fee and are consistent with the regional transportation plan.
- The finding of fact requires a majority vote of the governing board.
- The countywide transportation planning agency's governing board must also adopt a plan for the expenditure of fee revenues that finance projects and programs benefiting the persons paying the fee.
- The fee revenue is to be expended on congestion mitigation or pollution mitigation programs and projects.
- Defines "congestion mitigations programs and projects" as (but not limited to):
 - programs and projects identified in an adopted congestion management program or county transportation plan
 - high-occupancy vehicle or high-occupancy toll lanes
 - improved transit
 - services through the use of technology
 - bicycle and pedestrian improvements
 - improved signal coordination
 - traveler information systems
 - highway operational improvements
 - local street and road rehabilitation
 - transit service expansion.
- Defines "pollution mitigation programs and projects" as (but not limited to) programs and projects carried out by a CMA, a regional water quality control board, an air pollution control district (APCD), an air quality management district (AQMD), or another public agency that is carrying out the adopted plan of a CMA, a regional water quality control board, an APCD or an AQMD.
- Limits the use of fee revenues to 5% by the countywide transportation planning agency for administrative costs.
- Requires the Department of Motor Vehicles (DMV) to collect the fee upon the registration or renewal of the registration of a motor vehicle registered in the county.

ATTACHMENT #1

Background

Current Registration Fees: Under current law, there are a number of approved fees statutorily imposed on registration of vehicles in this state:

- The basic vehicle registration fee is \$34, plus a \$22 surcharge for additional personnel for the California Highway Patrol (CHP),
- Authority also exists for local agencies until January 1, 2010 to impose separate vehicle registration fee surcharges in their respective jurisdictions for a variety of special programs, including:
 - A. One dollar for service authorities for freeway emergencies.
 - B. One dollar for deterring and prosecuting vehicle theft.
 - C. Up to seven dollars for air quality programs.
 - D. One dollar for removing abandoned vehicles.
 - E. One dollar for fingerprint identification.

Congestion Management Agency: A “countywide transportation agency” is defined in the bill as a “congestion management agency”, as designated under law. SANBAG is the designated congestion management agency for San Bernardino County, and therefore authorized to exercise the powers under the bill to place a measure before the voters to impose a supplemental vehicle registration fee.

Analysis

Project types that would be eligible to be funded by funds generated by SB 83:

- Projects that provide matching funds for funding made available for transportation programs from state general obligation bonds.
- Projects creating or sustaining congestion mitigation programs.
- Projects creating or sustaining pollution mitigation programs.

Restrictions for using these funds:

- The project must directly benefit the owners of motor vehicles paying the fee.
- The project must be consistent with a Regional transportation Plan (RTP).
- The project must be adopted into the countywide expenditure plan.

Discussion

SB 83 emerged at the end of this year’s legislative session after the author’s similar bill, SB 205 (Hancock), was retained in the Assembly Appropriations Suspense File. SB 83 represents the culmination of several years of effort by several authors to enact a broad-based local authority for a county-wide registration fee on vehicles to augment current transportation funds.

A key issue for the governor on prior bills has been his insistence that the fee require local voter approval. He has vetoed differing versions of the registration fee authority that did not contain voter consideration.

Taxpayer organizations have contested registration fee measures on the basis that they believe the fees are taxes, thus requiring two-thirds voter approval. The bill requirement for a finding of fact on the nexus of benefit to user has satisfied the Governor, but not taxpayer advocate groups.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: February 3, 2010

Subject: State Legislative Update

Recommendation: Receive and file a report regarding recent legislative activity in Sacramento pertaining to transportation.

Background: At the Administrative Committee, SANBAG's State Legislative Advocate in Sacramento briefed the committee on the latest developments in the Capitol that impact transportation. Among the highlights were the looming budget battle and the Administration's proposals. This item is a recap of that presentation.

Before the Christmas holiday, the *Los Angeles Times* ran articles that leaked proposals by the Schwarzenegger Administration to fill a projected \$21 billion state budget deficit awaiting the legislature. Among the maneuvers proposed by the Governor is a complex change in the tax structure that would erode voter-approved constitutional protections of transportation funding. The proposal would eliminate the sales tax on gasoline and diesel fuels, which is currently protected for transportation uses by Proposition 42 (2002) and Proposition 1A (2006). The Governor's plan would then hike the state excise tax on motor fuels by an unspecified amount to replace a portion of the lost transportation revenue. According to the *Times*, this would result in a five cent reduction in the price per gallon of gasoline. However, the consequence of such a gimmick would be dramatic to transportation funding. The Governor's plan would eliminate the

Approved
Board of Directors

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

funding source that Prop. 42 is designed to protect and then raise the revenue in a different account that does not enjoy Prop. 42 protections. This creative accounting would circumvent several voter-approved constitutional initiatives and make transportation revenue vulnerable to general fund raids without limit. Additionally, the Governor's purported plan includes another raid of transit funding despite the fact that the Administration recently lost a California Supreme Court ruling that affirmed previous raids of transit funds were unconstitutional. Many SANBAG projects will be in jeopardy if transportation revenue is diverted to balance the state's general fund. State support for transit has been made available for both capital and operational purposes. Elimination of this source of funding will result in more pressure on the STIP, and could impact roadway projects and transit improvements equally. Further, the loss of operational support comes at a time that local agencies will be contending with the implementation of SB 375; reduced transit funding may make the adoption of required sustainable community plans more difficult and threaten the ability for agencies to continue to program roadway improvements.

While the Governor's proposal may not survive the legislative process, with very few options remaining at its disposal, transportation could be on the chopping block throughout the year. This is the opening salvo in a long year ahead for the California transportation industry. Last summer, the Governor's proposal to eliminate city and county roadway funding came very close to reality and it is expected that this concept may well find its way into this year's budget negotiations. SANBAG will work with allies such as the Self-Help Counties Coalition, Transportation California, California Alliance for Jobs, Mobility 21, the League of California Cities, the California State Association of Counties, and local business advocacy groups to inform the Legislature of the long-term economic ramifications of delaying infrastructure projects.

The transportation sector may yet see more negative fallout from the ongoing budget crisis due to the Alameda Superior court's December ruling against the Governor's furlough program for state workers. If the ruling stands, there is a distinct possibility that state workers will be in line for back payments, adding stress to an already over-burdened state budget. This will increase pressure to seek deeper cuts or revenue transfers, bringing more pressure on transportation programs to "share" in the budget pain. Further, if furloughs are no longer permitted, it is likely that the Administration will begin to reduce the state workforce through lay-offs. This would impact regulatory agencies like CARB

and other environmental agencies, through which most transportation projects are required to obtain permits and environmental clearances.

In other news, transportation policy committees held hearings in Los Angeles and Sacramento throughout the winter on topics such as rail safety, HOV lanes, and transit funding. Additional hearings on high speed rail and goods movement are scheduled for January.

Financial Impact: This item has no direct impact on the adopted budget.

Reviewed By: This item was reviewed and received by the Administrative Committee on January 13, 2010.

Responsible Staff: Aaron Hake, Director of Intergovernmental & Legislative Affairs

Attachment #1

SANBAG Administrative Committee
January 13, 2010

Mark Watts
Smith, Watts & company

Sacramento Overview and State Budget Update

Sacramento Overview

Administration

- ✓ Governor closing out his term.
- ✓ Governor calls 8th special session due to fiscal crisis
- ✓ Governor has nominated Senator Maldonado to complete term for Lt. Governor. Would create Senate Vacancy. In addition to position held by Senator Benoit.

Assembly

- ✓ Assembly Selected AM John Perez to serve as Speaker.
- ✓ Assembly Vacancy due to election of AM Kerkorian to LA City council.
- ✓ 72nd Assembly district to be filled by election January 12th.

Budget released

- ✓ Lawmakers facing yet another \$20 billion mismatch in the state budget (\$6.5 B in 2009-10 and \$13.5 B projected for 2010-11).

Sacramento Update, Continued

Transportation Program Update

- ✓ CTC has two positions with terms ending in February 2010.
- ✓ AB 4 (Cogdill) applications for Design-Build authority are eligible to be filed at present.
- ✓ STIP bi-annual update to be approved in April as 2010 STIP.
- ✓ Senator Maldonado appointed to fill vacancy on Budget Subcommittee (3 members), serving with Chair Simitian and Senator Lowenthal.
- ✓ Assembly Subcommittee (5 members) remains AM's Blumenfeld, Adams, Feuer, Harkey, and Monning.

State Budget Update

State Budget Overview

- ✓ Closes a \$19.9 billion gap over the next 18 months
- ✓ \$6.6 billion: Current budget year shortfall due to slow revenues and nearly \$5 billion worth of federal and state court decisions that mandated spending on programs cut in the 09-10 budget
- ✓ \$12.3 billion: Projected shortfall for 2010-11 due to unfunded mandates and a still slow economy.
- ✓ 1 billion: Modest reserve

State Budget, Continued

Governor's approach to closing the \$19.9 billion "gap"

- ✓ \$8.5 in spending reductions
- ✓ \$4.5 billion in alternative funding and fund shifts (includes dramatic change in how the state funds transportation programs)
- ✓ Seek \$6.9 billion in federal funds he argues is "owed" to the state .
- ✓ Shifts from the furlough-based cost reduction imposed on state employees to a salary reduction of 5%.
- ✓ The state furlough program will end on June 30th

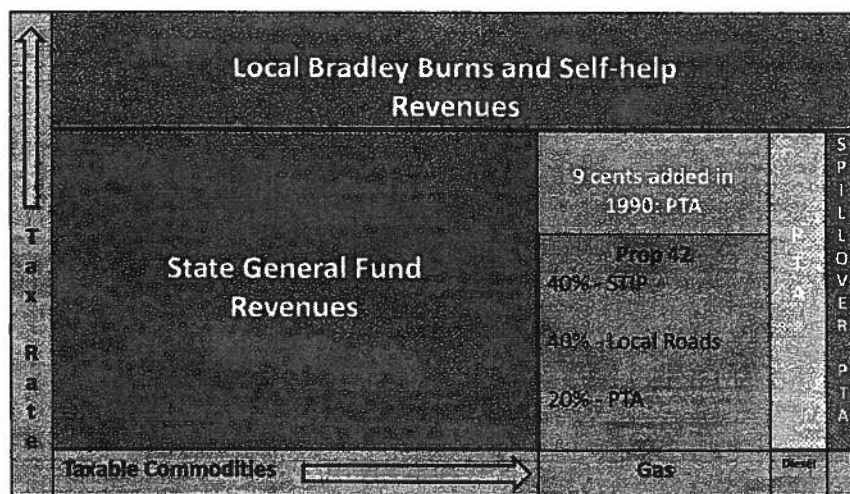
Transportation Element of State budget

Proposed "tax swap"

For 2010-11, the Governor's budget is proposing to eliminate the state sales tax on gasoline and increase the state excise tax on gasoline by **10.8 cents. Produces**

- ✓ net tax reduction of 5 cents per gallon
- ✓ general fund savings of \$1.8 billion,
- ✓ shift from General Fund support for STIP and local roads to excise tax, and
- ✓ guts state support for mass transit by eliminating nearly \$1 billion earmarked this purpose for 30 years;

Interaction of Sales Tax on Fuels: Where does the revenue go?



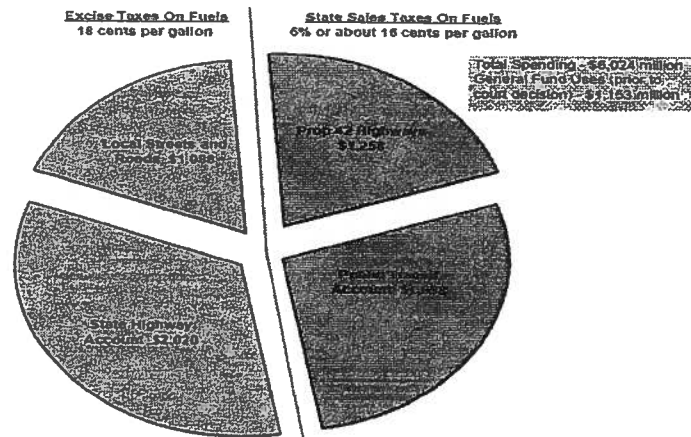
Details of Transportation Budget Proposal

Figure MPA-04
Transportation Funding Proposal
(2010-11 Dollars in Millions)

Current Law	Total	Highway Uses	Transit Uses
Revenues			
Sales Tax on Gasoline			
Proposition 10	\$1,973		
State Transportation Improvement Program	\$629		
Local Street and Road Maintenance	629		
Transit			\$715
Spillover	897	-	897
Proposition 111	61	-	61
Sales Tax on Diesel	313	-	313
Caltrans Miscellaneous	72	-	72
Totals	\$2,916	\$1,258	\$1,658
2008-10 Budget Expenditures (with 2010-11 amounts)			
Capital Projects	-	\$629	\$36
Local Maintenance	-	629	-
Intercity Rail	-	-	131
Planning	-	-	19
Debt Service	-	-	1,344
Regional Center Client Transportation	-	-	138
Totals	-	\$1,258	\$1,668

Details of Transportation Budget Proposal

Fig. MPA -02
Existing Transportation Fuel Taxes
(\$ in millions)



Details of Transportation Budget Proposal

Proposed Changes

Revenues

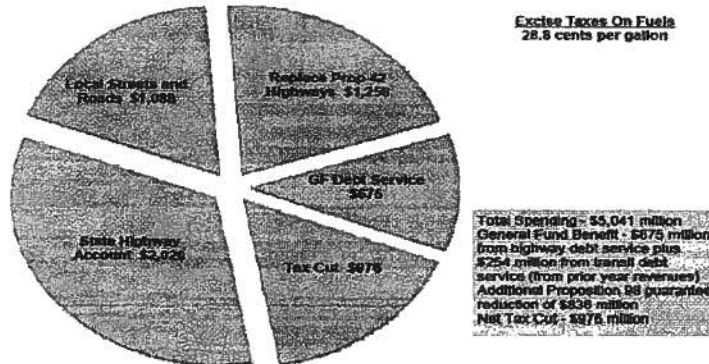
Excise Tax on Fuels at 10.8 cents per gallon	\$1,868	\$1,868	-
Caltrans Miscellaneous	72	72	-
2009-10 PTA revenues*	946	-	\$946
Totals	\$2,886	\$1,940	\$946

2010-11 Proposed Budget Expenditures

Capital Projects	-	\$629	\$36
Local Streets and Roads Capital and Maintenance	-	629	-
Intercity Rail	-	-	131
Planning	-	-	19
Debt Service	-	675	254
Totals	-	\$1,933	\$440

Details of Transportation Budget Proposal

Fig. MPA - 03
Proposed Transportation Revenues
(\$ in millions)



How State GF benefits from the Proposal

The General Fund benefits from this proposal as follows:

- \$603 million in new excise tax revenue will be used to reimburse the General Fund for highway bond debt service costs in 2010-11. In future years, the excise taxes will be adjusted to allow the increasing amount of debt service cost associated with Proposition 1B bonds to be offset. However, the rate will never exceed the current effective per-gallon rate. Additionally, \$72 million in miscellaneous Caltrans revenues transferred to the PTA under prior law will instead be retained in the State Highway Account to offset a portion of Proposition 116 rail bond debt service.
- From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$264 million in 2010-11 will be used to fund transit programs' bond debt service costs, as allowed under the recent court decision.
- From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$254 million in 2010-11 will be used to fund transit programs' bond debt service costs, as allowed under the recent court decision.

This results in an overall decrease in taxes on motorists of about five cents per gallon. In the future, state tax revenues will no longer increase from spikes in gasoline prices. Since the revenues that flowed to Proposition 42 were General Fund revenues, the elimination of these revenues reduces the Proposition 98 guarantee, which provides an \$836 million budget solution (see Proposition 98 Section).

Some funds remain Available for Caltrans PTA Supported Programs

Impacts on Intercity Rail

Intercity Rail and some transportation planning costs will continue to be funded from the PTA until those funds are exhausted in 2011-12. At that time, it will become necessary to fund these activities from the General Fund or other funding sources.

Other Caltrans Budget Proposals

Department of Transportation (Caltrans)

- The budget includes \$9.1 million in Proposition 1B funding and 71.3 positions to continue various administrative, planning and programming support activities related to oversight of Proposition 1B projects. Revised staffing for project delivery will be prepared as part of the May Revision. Total Proposition 1B funding for projects will be nearly \$4 billion.
- Grant Anticipation Revenue Vehicles (GARVEE) Bonds—An increase of \$680 million to accelerate the delivery of three major projects – Doyle Drive in San Francisco, the State Route 10 and Interstate 605 interchange in Los Angeles, and State Route 710 rehabilitation in Los Angeles. The funding includes \$495 million for project costs and \$185 million in federal funds to pay debt service costs over the next 12 years. It is estimated that this financing mechanism will save a net of \$11 million in total project costs.

The significant non-General Fund workload adjustments are as follows:

• State Transit Assistance

- The budget includes \$350 million in Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) funding for local transit projects.

Core High Speed Rail Budget Proposal

High-Speed Rail

- **Project Development and Oversight**—The budget proposes \$581.4 million in Safe, Reliable High-Speed Passenger Train Bond Act bond funding (Proposition 1A), \$375 million in Federal ARRA funding, and 25.7 positions to continue environmental planning and preliminary engineering, and to begin purchasing land on which portions of the high-speed rail system will be built. Funding will be focused primarily on the Los Angeles-to-Anaheim, San Francisco-to-San Jose, and Fresno-to-Bakersfield segments on which grade separations, electrification, and maintenance and testing facilities will be started in 2011-12 using ARRA funding.

Minute Action

AGENDA ITEM: 11

Date: February 3, 2010

Subject: SANBAG's 2009 Council of Government Activities

Recommendation:* Receive report on SANBAG's Council of Government Activities for 2009.

Background: One of SANBAG's primary roles is to serve as the Council of Governments (COG) for San Bernardino County. This report outlines some of the major COG activities started or continued in the past year.

- **Inland Empire Economic Recovery Corporation and Foreclosure Prevention** – Contributed \$50,000 to the Inland Empire Economic Recovery Corporation to assist with a series of foreclosure prevention seminars throughout the region. These seminars brought lenders, the FHA and other mortgage experts to local communities to provide individuals with knowledge on how they can prevent foreclosure. In some cases lenders were able to work out modifications with individuals at the seminars.
- **Regional Greenhouse Gas Inventory and Reduction Plan** – Coordinated participation of cities with SANBAG to complete a Regional Greenhouse Gas Inventory and Reduction Plan. Recent legislation is requiring local agencies to account for greenhouse gas emissions in their general plan efforts. By working collaboratively on a regional effort, costs for individual cities are reduced and a better planning document can be created.

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

- **Storm Water Permit Renewal** – Coordinated efforts with the County and cities to make sure that local concerns are considered in a new Storm Water Permit to be issued by the Santa Ana Regional Water Quality Control Board.
- **Planning and Development Technical Forum** – Created this technical advisory group as a place for planning and development officials from local agencies in San Bernardino County to come together to work collaboratively on issues of interest to all. Issues that will be addressed include SB 375, greenhouse gas regulations, regional growth forecasts, model ordinances for water efficiency and other items of mutual interest.
- **Inland Empire Annual Survey** – Continue sponsorship of the Inland Empire Annual Survey to track attitudes of our residents on a number of key indicators on the economy, transportation, safety and quality of life issues. This Annual Survey has been conducted for many years and helps to track changes over time as well as provide policy makers with information on needs of our citizens.
- **City/County Conference** – Continue to sponsor the annual City/County Conference. This is the one event where policy makers and senior managers from every local government in the County can gather to discuss items of mutual concern and solutions to issues facing our region.
- **Forum for Information** – SANBAG serves as the forum for policy makers from every city and the County to come together regularly. This forum serves as an efficient way to share information like the recent report on wildland fire fighting and the response to the Sheep Fire.

Many of these efforts will be continuing in 2010. In addition we will be exploring the effort required and the benefits derived from being designated a Clean Cities community through the Department of Energy. More on that effort will be presented to SANBAG policy committees later this year.

Financial Impact: This item has no direct financial impact. The items listed above have been before the SANBAG Board of Director individually for separate budget authorization and approval.

Reviewed By: This item was unanimously received by the Administrative Committee on January 13, 2010.

Responsible Staff: Duane A. Baker, Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 12

Date: February 3, 2010

Subject: Amendment to Contract C09054 with the County of San Bernardino for Project Management Services for the Implementation of a New Financial Management Software System

Recommendation: * Approve Amendment Number 1 to Contract C09054 with the County of San Bernardino for Financial Management Software System Project Management and Implementation Assistance by increasing the contract authority by \$50,000 as outlined in the Financial Impact Section.

Background: On September 3, 2008, the SANBAG Board of Directors approved Contract C09054 with the County of San Bernardino to provide project management support for the development and implementation of the SANBAG Financial Management Software System. The original amount was not to exceed \$257,400 and was to cover a 20 month period.

As work has progressed on this project and the details and intricacies involved in implementing an entirely new financial and project accounting system became apparent, it was clear that additional resources were needed for this project. This need was reflected in the approved Fiscal Year 2009/2010 budget but the contract authority was not increased. This action will increase the contract authority consistent with the budget.

Financial Impact: This item is consistent with the adopted Fiscal Year 2009/2010 budget. Funding for the additional \$50,000 is provided in Task Number IAM10.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on January 13, 2010.

Responsible Staff: Duane A. Baker, Director of Management Services

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

SANBAG Contract No. C09-054-01

by and between San Bernardino Associated Governments and County of San Bernardino
for Project Management Services for the Implementation of Financial Management System

FOR ACCOUNTING PURPOSES ONLY						
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>SBCOISD</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment			
Notes:						
Original Contract: \$ <u>223,808</u> Contingency / Allowance Amount \$ <u>33,592</u>		Previous Amendments \$ <u>0</u> Previous Amendments \$ <u>0</u> Contingency / Allowance Total: Current Amendment: \$ <u>50,000</u> Current Amendment Contingency / Allowance: \$ <u>0</u>				
Contingency Amount requires specific authorization by Task Manager prior to release.						
Contract TOTAL ►			\$ <u>307,400</u>			
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
<u>0101</u>	<u>130</u>	<u>000</u>	<u>5200181003</u>	_____	<u>Indirect</u>	\$ <u>50,000</u>
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>9/3/08</u>				Contract Start: <u>9/7/08</u>		Contract End: <u>5/1/10</u>
New Amend. Approval (Board) Date: <u>2/3/10</u>				Amend. Start: <u>2/3/10</u>		Amend. End: <u>6/30/10</u>
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>50,000</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ _____
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>IAM10</u> (C-Task may be used here.). <input type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Federal Funds <input type="checkbox"/> State/Local Funds <input type="checkbox"/> Disadvantaged Business Enterprise (DBE) <input type="checkbox"/> Underutilized DBE (UDBE)	

Task Manager: <u>Duane A. Baker</u>	Contract Manager: <u>Duane A. Baker</u>
 Task Manager Signature Date <u>1-6-10</u>	 Contract Manager Signature Date <u>1-6-10</u>
 Chief Financial Officer Signature Date <u>1/10/10</u>	

AMENDMENT NO. 1
TO CONTRACT C09054

By and Between

SAN BERNARDINO ASSOCIATED GOVERNMENTS

And

COUNTY OF SAN BERNARDINO

For Project Management Services for the Implementation of Financial
Management System

This Amendment #1 to Contract No. C09054 ("Contract") is made and entered this 3rd day of February, 2010 by and between San Bernardino Associated Governments (hereafter referred to as "SANBAG") and the County of San Bernardino (hereafter referred to as "County").

WITNESSETH

WHEREAS, on September 3, 2008, SANBAG Board of Directors executed a Memorandum of Understanding with the County for consulting services in the form of project management expertise from the County Information Services Department (ISD) to assist with the implementation of a Financial Management Software System; and

WHEREAS, SANBAG desires project management services from ISD beyond the period and amount originally contemplated in the Contract.

NOW THEREFORE, SANBAG and County agree to the following:

1. SANBAG shall pay an additional \$50,000 for additional project management services from ISD at the rate of \$85.75/hour per the terms of the MOU.
2. All other terms and conditions of the Contract shall remain the same.

**SAN BERNARDINO ASSOCIATED
GOVERNMENTS**

**COUNTY OF SAN BERNARDINO
INFORMATION SERVICES
DEPARTMENT**

Paul M. Eaton
President

Stephen P. Hall
Chief Information Officer

APPROVED AS TO LEGAL FORM

Jean-Rene Basle
SANBAG Counsel

Minute Action

AGENDA ITEM: 13

Date: February 3, 2010

Subject: Approve Cooperative Agreement No. C04050-2 with Caltrans for the Project Approval and Environmental Document (PA/ED) phase and Plans, Specifications, and Estimates (PS&E) phase of the Interstate 10 (I-10)/Tippecanoe Avenue Interchange project

Recommendation: * Approve Amendment No. 2 to Cooperative Agreement C04050 with Caltrans for the PA/ED and PS&E phases of the I-10/Tippecanoe Avenue Interchange project and terminate Cooperative Agreement C10047.

Background: This is an amendment to Cooperative Agreement C04050 that would replace the current terms and conditions of Cooperative Agreements C04050 as amended. This action also would terminate Cooperative Agreement C10047. Under state law, SANBAG and Caltrans are required to enter into cooperative agreements for all phases of project development and construction of projects lead by SANBAG on the state highway system.

On February 4, 2004, the SANBAG Board of Directors approved Cooperative Agreement No. C04050 with Caltrans, which defined the roles and responsibilities of SANBAG and Caltrans relative to the PA&ED Phase of the I-10/Tippecanoe Interchange project. On January 7, 2009, the SANBAG Board approved an amendment to Cooperative Agreement No. C04050 to extend the duration of the agreement.

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

On September 2, 2009, the SANBAG Board of Directors also approved Cooperative Agreement No. C10047 with Caltrans which defined the roles and responsibilities of SANBAG and Caltrans relative to the PS&E Phase of the I-10/Tippecanoe Interchange project.

Per the current funding plan for the I-10/Tippecanoe interchange project, the PA&ED and PS&E phases are both partially funded by Federal TEA-21 Demonstration funds. In order to obligate the TEA-21 Demonstration funds for PS&E, the cooperative agreement needed to be revised to include both the PA/ED and PS&E phases. If the two phases are not included in one agreement, the obligation of the federal funds for PS&E cannot occur until environmental clearance is obtained. The concern is the longer these funds remain unobligated, the greater the chance a portion of the funds will be subject to rescission. For this reason, it is recommended that cooperative agreement that includes both PA/ED and PS&E phases be approved.

This agreement was approved by the Major Projects Committee on December 10, 2009. Subsequent to the December Major Projects Committee Meeting, Caltrans staff included minor revisions for clarification to the final version of the Cooperative Agreement that is being presented to the Board of Directors. These minor changes are summarized as the following:

1. Cooperative Agreement C04050 is being amended in lieu of being terminated and a new agreement being entered into.
2. Both PA/ED and PS&E phases were defined in the agreement to be under one "Preliminary Engineering phase". A recital was added to provide this definition and the change was made globally throughout the agreement.
3. The amount of TEA-21 funds referenced in the agreement was revised to show the actual amount available rather than the legislated amount. Due to federal obligation authority, the actual amount obligated for certain federal funds are typically less than the amount legislated and programmed for a project. The revised total amount of TEA-21 funds available for the project is \$5,425,400.

These changes were reviewed by SANBAG legal counsel.

Financial Impact: This item is consistent with the FY 2009/2010 budget.

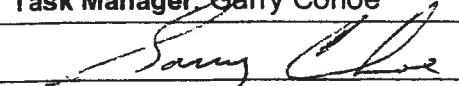
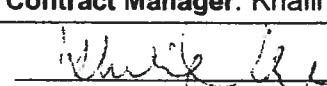
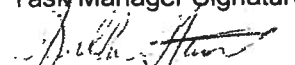
Reviewed By: This item was reviewed and unanimously recommended for approval by the Major Projects Committee on December 10, 2009. SANBAG Counsel has reviewed and approved the agreement as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. C04050-2
by and between
San Bernardino County Transportation Authority
and
State of California Department of Transportation
for I-10/Tippecanoe Avenue Interchange Preliminary Engineering

FOR ACCOUNTING PURPOSES ONLY						
<input type="checkbox"/> Payable	Vendor Contract <u>81229 A2</u>		Retention:		<input type="checkbox"/> Original	
<input type="checkbox"/> Receivable	Vendor ID _____		<input type="checkbox"/> Yes <input type="checkbox"/> No		<input checked="" type="checkbox"/> Amendment	
Notes: This agreement terminates contract C10047						
Original Contract: \$ <u>0</u>		Previous Amendments \$ <u>0</u>				
		Previous Amendments \$ <u>0</u>				
		Contingency / Allowance Total:				
Contingency / Allowance Amount \$ <u>0</u>		Current Amendment: \$ <u>0</u>				
		Current Amendment Contingency / Allowance: \$ <u>0</u>				
Contingency Amount requires specific authorization by Task Manager prior to release.						
Contract TOTAL ►						\$ <u>0</u>
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>2/04/04</u>				Contract Start <u>2/04/04</u>		Contract End: <u>12/31/11</u>
New Amend. Approval (Board) Date: <u>2/03/10</u>				Amend. Start: <u>2/03/10</u>		Amend. End: <u>12/31/14</u>
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>0</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ <u>0</u>
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>8241</u> (C-Task may be used here.).						
<input type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private	<input type="checkbox"/> Federal Funds <input type="checkbox"/> State/Local Funds
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)

Task Manager: <u>Garry Cohoe</u>	Contract Manager: <u>Khalil Saba</u>
 Task Manager Signature	 Contract Manager Signature
<u>1/26/10</u> Date	<u>1-26-10</u> Date
 Chief Financial Officer Signature	<u>1/26/10</u> Date

District Agreement No. 8-1229 A-2

08-SBd-10-PM 25.3/27.3
I-10/Tippecanoe Avenue
I/C Improvements, Bridge Widening
And Street Improvements
In the cities of SBd and Loma Linda
EA 448100
District Agreement No. 8-1229 A/2

REPLACEMENT AGREEMENT (AMENDMENT NO. 2)

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON _____, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY, a public
corporation of the State of California, referred to
herein as "AUTHORITY."

RECITALS

1. The parties hereto entered into Project Approval and Environmental Document (PA&ED) Agreement 08-1229 on February 4, 2004, said Agreement defining the terms and conditions to improve the existing interchange at Interstate 10 (I-10) and Tippecanoe Avenue including ramp improvements, bridge widening, and street improvements, referred to herein as "PROJECT."
2. The parties hereto also entered into Amendment Agreement 08-1229 A/1, on December 31, 2008, to extend the expiration date from December 31, 2008 to December 31, 2011.
3. The parties hereto also entered into Plans, Specifications, and Estimate (PS&E) Agreement 08-1450 on September 30, 2009 for this PROJECT.
4. It has been determined that Demonstration Transportation Equity Act for the 21st Century (DEMO-TEA-21) funding source must include both the PA&ED and PS&E phases of PROJECT. In order to secure the DEMO-TEA-21 funding source, this PA&ED Agreement is amended to also include the PS&E phase of PROJECT. For the purposes of this Agreement, the term PRELIMINARY ENGINEERING refers to the PA&ED and PS&E phases of the PROJECT.

5. STATE and AUTHORITY have agreed to enter into this Replacement Agreement in order to replace the terms of the old Agreement (08-1229) in entirety with the present ones to reflect the combined funding sources. STATE and AUTHORITY also hereby agree to terminate the PS&E cooperative agreement (08-1450) dated September 30, 2009.
6. AUTHORITY is willing to be responsible for one hundred percent (100%) of all support costs, except that the costs of STATE's Independent Quality Assurance (IQA) of PRELIMINARY ENGINEERING, and STATE's costs incurred as the California Environmental Quality Act (CEQA) Lead Agency and National Environmental Policy Act (NEPA) Lead Agency, if applicable, in the review, comment, and approval, if appropriate, of the PROJECT environmental documentation prepared entirely by AUTHORITY, will be borne by STATE.
7. AUTHORITY desires to contribute DEMO-TEA 21 funding source in the amount of \$5,425,400 to be matched with Measure I funding source in the amount of \$2,038,000. The PROJECT estimated cost is \$7,463,400 as shown on Exhibit A, attached hereto and made a part of this Agreement. If it becomes necessary for an increase in PROJECT funding, said increase will be paid in full by AUTHORITY. Funds for the PROJECT cost will be secured by AUTHORITY from other agencies.
8. STATE funds will not be used to finance any of the PRELIMINARY ENGINEERING capital and support costs except as set forth in this Agreement.
9. The terms of this Agreement shall supersede any inconsistent terms of any prior Memorandum of Understanding (MOU) or agreement relating to PROJECT.
10. PROJECT Landscape Maintenance, Right of Way, and Construction will be the subject of a separate future agreement or agreements.
11. This Agreement will define roles and responsibilities of the CEQA Lead Agency and CEQA Responsible Agency regarding environmental documentation, studies, and reports necessary for compliance with CEQA. This Agreement will also define roles and responsibilities for compliance with NEPA, if applicable.
12. STATE and AUTHORITY hereto now intend to define herein the revised terms and conditions under which PROJECT is to be developed, designed and financed pursuant to this Amendment, which replaces District Agreement No. 8-1229 and District Agreement No. 8-1450 in their entirety.

SECTION I

AUTHORITY AGREES:

1. To fund one hundred percent (100%) of all PRELIMINARY ENGINEERING support costs except for costs of STATE's IQA and STATE's review, comment and approval if

appropriate, of the PROJECT environmental documentation for CEQA, and NEPA if applicable.

2. AUTHORITY desires to contribute DEMO-TEA 21 funding source in the amount of \$5,425,400 to be matched with Measure I funding source in the amount of \$2,038,000. The PROJECT estimated cost is \$7,463,400 as shown on Exhibit A, attached hereto and made a part of this Agreement. If it becomes necessary for an increase in PROJECT funding, said increase will be paid in full by AUTHORITY. Funds for the PROJECT cost will be secured by AUTHORITY from other agencies.
3. To not use STATE funds for any PROJECT capital and support costs except as set forth in this Agreement.
4. All PROJECT work performed by AUTHORITY, or performed on AUTHORITY's behalf, shall be performed in accordance with all State and Federal laws, regulations, policies, procedures, and standards that STATE would normally follow. All such PROJECT work shall be submitted to STATE for STATE's review, comment, concurrence, and/or approval at appropriate stages of development.
5. All PROJECT work, except as set forth in this Agreement, is to be performed by AUTHORITY. Should AUTHORITY request that STATE perform any portion of PROJECT work, except as otherwise set forth in this Agreement, AUTHORITY shall first agree to reimburse STATE for such work pursuant to an amendment to this Agreement or a separate executed agreement.
6. To have a Project Report (PR) and detailed PS&E prepared, at no cost to STATE, and to submit each to STATE for STATE's review, concurrence, and/or approval at appropriate stages of development. The PR and the final PS&E for PROJECT shall be signed on behalf of AUTHORITY by a Civil Engineer registered in the State of California. AUTHORITY agrees to provide landscape plans prepared and signed by a licensed California Landscape Architect.
7. To permit STATE to monitor, participate, and oversee selection of personnel who will prepare the PR, prepare environmental documentation, including the investigative studies and technical environmental reports, prepare the PS&E. AUTHORITY agrees to consider any request by STATE to avoid a contract award or to discontinue services of any personnel considered by STATE to be unqualified on the basis of credentials, professional expertise, failure to perform, and/or other pertinent criteria.
8. Personnel who prepare the preliminary engineering and environmental documentation, including investigative studies and technical environmental reports, shall be made available to STATE, at no cost to STATE, through completion of PROJECT construction to discuss problems which may arise during PS&E, Right of Way, and Construction phases of the PROJECT, and/or to make design revisions for contract change orders.

9. AUTHORITY shall include a "conflict of interest" requirement in the PROJECT design consultant contract(s) that prohibits the design consultant from being employed or under contract to the future PROJECT construction contractor.
10. To make written application to STATE for necessary encroachment permits authorizing entry of AUTHORITY onto SHS right of way to perform required PRELIMINARY ENGINEERING work as more specifically defined elsewhere in this Agreement. AUTHORITY shall also require AUTHORITY's consultants and contractors to make written application to STATE for the same necessary encroachment permits.
11. To identify and locate all utility facilities within the area of PROJECT as part of the design responsibility for PROJECT. All utility facilities not relocated or removed in advance of construction shall be identified on the PS&E for PROJECT.
12. If any existing utility facilities conflict with the construction of PROJECT or violate STATE's encroachment policy, AUTHORITY shall make all necessary arrangements with the owners of such facilities for their timely accommodation, protection, relocation, or removal.

The costs for the PROJECT's positive identification and location, protection, relocation, or removal of utility facilities whether inside or outside SHS right of way shall be determined in accordance with Federal and California laws and regulations, and STATE's policies and procedures, standards, practices, and applicable agreements including, but not limited to, Freeway Master Contracts.

13. To furnish evidence to STATE, in a form acceptable to STATE, that arrangements have been made for the protection, relocation, or removal of all conflicting facilities within SHS right of way and that such work will be completed prior to award of the contract to construct PROJECT or as covered in the PS&E for said contract. This evidence shall include a reference to all required SHS encroachment permits.
14. To be responsible for, and to the STATE's satisfaction, the investigation of potential hazardous material sites within and outside existing SHS right of way that could impact PROJECT as part of performing any work pursuant to this Agreement. If AUTHORITY discovers hazardous material or contamination within the PROJECT study area during said investigation, AUTHORITY shall immediately notify STATE.
15. If AUTHORITY desires to have STATE advertise, award, and administer the construction contract for PROJECT, AUTHORITY shall provide STATE with plans in a format acceptable to STATE. Reimbursement to STATE for costs incurred by STATE to advertise, award, and administer the construction contract for PROJECT will be covered in a separate Cooperative Agreement.
16. All aerial photography and photogrammetric mapping shall conform to STATE's current standards.

17. A copy of all original survey documents resulting from surveys performed for PROJECT, including original field notes, adjustment calculations, final results, and appropriate intermediate documents, shall be delivered to STATE and shall become property of STATE. For aerial mapping, all information and materials listed in the document "Materials Needed to Review Consultant Photogrammetric Mapping" shall be delivered to STATE and shall become property of STATE.
18. All original recorded land title documents created by PROJECT shall be delivered to STATE and become property of STATE.
19. To submit to STATE a list of STATE horizontal and vertical control monuments that will be used to control surveying activities for PROJECT.

SECTION II

STATE AGREES:

1. At no cost to AUTHORITY, to complete STATE's review, comment, and approval, if appropriate, as the CEQA Lead Agency and NEPA Lead Agency, if applicable, of the environmental documentation prepared entirely by AUTHORITY and to provide IQA of all AUTHORITY PRELIMINARY ENGINEERING work necessary for completion of the PR and PS&E for PROJECT done by AUTHORITY, including, but not limited to, investigation of potential hazardous material sites undertaken by AUTHORITY or its designee, and provide prompt reviews, comments, concurrence, and/or approvals as appropriate, of submittals by AUTHORITY, while cooperating in timely processing of documents necessary for completion of the environmental documentation, PR, and PS&E for PROJECT.
2. To issue, upon proper application and at no cost to AUTHORITY, an encroachment permit required for work within SHS right of way. Any third party agent (including but not limited to contractors, consultants, and utility owners) must obtain an encroachment permit issued in their name, prior to performing any work within the SHS right of way. All third party agents may be subject to an encroachment permit fee assessment.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority and the allocation of funds by the California Transportation Commission (CTC).

2. To hereby terminate the PS&E cooperative agreement (08-1450) dated September 30, 2009. The terms and condition of that agreement is hereby absorbed into the present Agreement
3. STATE invoices for support costs including all direct and applicable indirect costs. Applicable indirect costs are determined by the type of funds being used to pay for support. State and federal funds are subject to the Program Functional Rate. Local funds (Measure money, developer fees, special assessments, etc.) are subject to the Program Functional Rate and the Administration Rate. STATE establishes the Program Functional Rate and the Administration Rate annually according to State and federal regulations.
4. The parties to this Agreement understand and agree that STATE's IQA is defined as providing STATE policy and procedural guidance through to completion of the PROJECT preliminary engineering and PS&E phases administered by AUTHORITY. This guidance includes prompt reviews by STATE to assure that all work and products delivered or incorporated into the PROJECT by AUTHORITY conform with then existing STATE standards. IQA does not include any PROJECT related work deemed necessary to actually develop and deliver the PROJECT, nor does it involve any validation to verify and recheck any work performed by AUTHORITY and/or its consultants or contractors and no liability will be assignable to STATE, its officers and employees by AUTHORITY under the terms of this Agreement or by third parties by reason of STATE's IQA activities. All work performed by STATE that is not direct IQA shall be chargeable against PROJECT funds as a service for which STATE will invoice its actual costs and AUTHORITY will pay or authorize STATE to reimburse itself from then available PROJECT funds pursuant to an amendment to this Agreement authorizing such services to be performed by STATE.
5. The Project Study Report (PSR) for PROJECT, approved on August 27, 2002, is by this reference, made an express part of this Agreement.
6. The basic design features shall comply with those addressed in the approved PSR, unless modified as required for completion of the PROJECT's environmental documentation and/or if applicable, requested by the Federal Administration (FHWA).
7. The design and preparation of environmental documentation, including investigative studies and technical environmental reports, for PROJECT shall be performed in accordance with all applicable Federal and STATE standards and practices current as of the date of performance. Any exceptions to applicable design standards shall first be considered by STATE for approval via the processes outlined in STATE's Highway Design Manual and appropriate memoranda and design bulletins published by STATE. In the event that STATE proposes and/or requires a change in design standards, implementation of new or revised design standards shall be done as part of the work on PROJECT in accordance with STATE's current Highway Design Manual Section 82.5, "Effective Date for Implementing Revisions to Design Standards." STATE shall consult

with AUTHORITY in a timely manner regarding the effect of proposed and/or required changes on PROJECT.

8. STATE will be the CEQA Lead Agency and AUTHORITY will be a CEQA Responsible Agency. STATE will be the NEPA Lead Agency, if applicable. AUTHORITY will assess PROJECT impacts on the environment and AUTHORITY will prepare the appropriate level of environmental documentation and necessary associated supporting investigative studies and technical environmental reports in order to meet the requirements of CEQA and if applicable, NEPA. AUTHORITY will submit to STATE all investigative studies and technical environmental reports for STATE's review, comment, and approval. The environmental document and/or categorical exemption/exclusion determination, including the administrative draft, draft, administrative final, and final environmental documentation, as applicable, will require STATE's review, comment, and approval prior to public availability.

If, during preparation of preliminary engineering, preparation of the PS&E, performance of right of way activities, or performance of PROJECT construction, new information is obtained which requires the preparation of additional environmental documentation to comply with CEQA and if applicable, NEPA, this Agreement will be amended to include completion of those additional tasks by AUTHORITY.

9. AUTHORITY agrees to obtain, as a PROJECT cost, all necessary PROJECT permits, agreements, and/or approvals from appropriate regulatory agencies, unless the parties agree otherwise in writing. If STATE agrees in writing to obtain said PROJECT permits, agreements, and/or approvals, those said costs shall be a PROJECT cost.
10. AUTHORITY shall be fully responsible for complying with and implementing any and all environmental commitments set forth in the environmental documentation, permits, agreements, and/or approvals for PROJECT. The costs of said compliance and implementation shall be a PROJECT cost.
11. If there is a legal challenge to the environmental documentation, including investigative studies and/or technical environmental report(s), permits, agreements, and/or approval(s) for PROJECT, all legal costs associated with those said legal challenges shall be a PROJECT cost.
12. AUTHORITY, subject to STATE's prior review and approval, as a PROJECT cost, shall be responsible for preparing, submitting, publicizing and circulating all public notices related to the CEQA environmental process and if applicable, the NEPA environmental process, including, but not limited to, notice(s) of availability of the environmental document and/or determinations and notices of public hearings. Public notices shall comply with all State and Federal laws, regulations, policies and procedures. STATE will work with the appropriate Federal agency to publish notices in the Federal Register, if applicable.

STATE, as a PROJECT cost, shall be responsible for overseeing the planning, scheduling and holding of all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process. AUTHORITY, to the satisfaction of STATE and subject to all of STATE's and FHWA's policies and procedures, shall be responsible for performing the planning, scheduling and details of holding all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process. STATE will participate as CEQA Lead Agency and if applicable, the NEPA Lead Agency, in all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process, for PROJECT. AUTHORITY shall provide STATE the opportunity to provide comments on any public meeting/hearing exhibits, handouts or other materials at least ten (10) days prior to any such public meetings/hearings. STATE maintains final editorial control of exhibits, handouts or other materials to be used at public meetings/hearings.

13. In the event AUTHORITY would like to hold separate and/or additional public meetings/hearings regarding the PROJECT, AUTHORITY must clarify in any meeting/hearing notices, exhibits, handouts or other materials that STATE is the CEQA Lead Agency and if applicable, the NEPA Lead Agency, and AUTHORITY is the CEQA Responsible Agency. Such notices, handouts and other materials shall also specify that public comments gathered at such meetings/hearings are not part of the CEQA and if applicable, NEPA, public review process. AUTHORITY shall provide STATE the opportunity to provide comments on any meeting/hearing exhibits, handouts or other materials at least ten (10) days prior to any such meetings/hearings. STATE maintains final editorial control of exhibits, handouts or other materials to be used at public meetings/hearings solely with respect to text or graphics that could lead to public confusion over CEQA and if applicable, NEPA, related roles and responsibilities.
14. All administrative reports, studies, materials, and documentation, including, but not limited to, all administrative drafts and administrative finals, relied upon, produced, created or utilized for PROJECT will be held in confidence pursuant to Government Code section 6254.5(e). The parties agree that said material will not be distributed, released or shared with any other organization, person or group other than the parties' employees, agents and consultants whose work requires that access without the prior written approval of the party with the authority to authorize said release and except as required or authorized by statute or pursuant to the terms of this Agreement.
15. The party that discovers hazardous material (HM) will immediately notify the other party(ies) to this Agreement.

HM-1 is defined as hazardous material (including but not limited to hazardous waste) that requires removal and disposal pursuant to federal or state law, whether it is disturbed by PROJECT or not.

HM-2 is defined as hazardous material (including but not limited to hazardous waste) that may require removal and disposal pursuant to federal or state law, only if disturbed by PROJECT.

16. STATE, independent of PROJECT, is responsible for any HM-1 found within existing SHS right of way. STATE will undertake HM-1 management activities with minimum impact to PROJECT schedule and will pay all costs associated with HM-1 management activities.

STATE, has no responsibility for management activities or costs associated with HM-1 found outside the existing SHS right of way. AUTHORITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits outside existing SHS right of way. AUTHORITY will undertake, or cause to be undertaken, HM-1 management activities with minimum impact to PROJECT schedule, and AUTHORITY will pay, or cause to be paid, all costs associated with HM-1 management activities.

If HM-2 is found within the limits of PROJECT, the public agency responsible for advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM-2 management activities. Any management activity cost associated with HM-2 is a PROJECT construction cost.

17. Management activities related to either HM-1 or HM-2 include, without limitation, any necessary manifest requirements and designation of disposal facility.
18. STATE's acquisition of or acceptance of title to any property on which any hazardous material is found will proceed in accordance with STATE's policy on such acquisition.
19. A separate Cooperative Agreement or agreements will be required to address Landscape Maintenance, Right of Way, and cover responsibilities and funding for the Construction phase of PROJECT.
20. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or to affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the development, design, construction, operation, or maintenance of the SHS and public facilities different from the standard of care imposed by law.
21. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction conferred upon AUTHORITY under this Agreement. It is understood and agreed that, AUTHORITY will fully defend, indemnify and save harmless STATE and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and or other theories or assertions of liability occurring by reason of anything done or omitted to be done by AUTHORITY under this Agreement.
22. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by

STATE, under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that, STATE will fully defend, indemnify and save harmless AUTHORITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.

23. Prior to the commencement of any work pursuant to this Agreement, either STATE or AUTHORITY may terminate this Agreement by written notice to the other party.
24. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal amendment executed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
25. This Agreement shall terminate upon satisfactory completion of all post-PROJECT construction obligations of AUTHORITY and the delivery of required PROJECT construction documents, with concurrence of STATE, or on December 31, 2014, whichever is earlier in time, except that the ownership, operation, maintenance, indemnification, environmental commitments, legal challenges, and claims articles shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any construction related or other claims arising out of PROJECT be asserted against one of the parties, the parties agree to extend the fixed termination date of this Agreement, until such time as the construction related or other claims are settled, dismissed or paid.

SIGNATURES ON FOLLOWING PAGE:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

RANDELL H. IWASAKI
Director of Transportation

By: _____
RAYMOND W. WOLFE, PhD
District Director

By: _____
PAUL M. EATON, President
Board of Directors

APPROVED AS TO FORM AND
PROCEDURE:

Attest: _____
VICKI WATSON
Board Secretary

By: _____
Attorney,
Department of Transportation

By: _____
JEAN-RENE BASLE
AUTHORITY's Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

Revised EXHIBIT A

COST ESTIMATE

	STATE	FEDERAL	LOCAL	
PHASE		DEMO-TEA 21	MEASURE I	TOTAL
PRELINANARY ENGINEERING	0%	\$5,425,400	\$2,038,000	\$7,463,400
TOTAL	0%	\$5,425,400	\$2,038,000	\$7,463,400

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 14

Date: February 3, 2010

Subject: Caltrans Statewide or Urban Transit Planning Grant

Recommendation:* Authorize staff to proceed with a grant application for Statewide or Urban Transit Planning grant funds in an amount not to exceed \$200,000 for the preparation of a study that seeks to identify a range of physical infrastructure improvements to increase modal alternatives, decrease congestion and improve safety around Metrolink and planned E Street sbX stations for pedestrians and cyclists.

Background: Each year Caltrans releases a series on transportation planning grants funded in part through federal planning funds received directly by the State. One of the pools of grant funding is the Statewide or Urban Transit Planning program, which is funded through Federal Transit Administration (FTA) Section 5304 funds. Only Metropolitan Planning Organizations (MPO) or Regional Transportation Planning Agencies (RTPA) are eligible to apply for the funding. SANBAG needs to submit its application for the grant funding through Southern California Association of Governments (SCAG), as it is the region's designated MPO. Should the grant application be approved SCAG and SANBAG would be required to execute an agreement to enable the funds to be passed through to the SANBAG.

The purpose of the grant program is to fund studies on transit issues having statewide or multiregional significance to assist in reducing congestion. Staff

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

seeks the Statewide or Urban Transit Planning Grant to fund a study that would complement existing efforts to update the San Bernardino County Non-Motorized Transportation Plan. The project proposed for the grant application seeks to identify a range of physical infrastructure improvements, such as more or better bicycle parking, better way-finding signage and better connections to near-by pedestrian paths, trails and bike lanes to encourage more people to walk or bike to Metrolink and planned E Street sbX stations. Providing such infrastructure improvements would provide Metrolink and sbX users with additional modal alternatives to and from the transit system, thereby decreasing automobile traffic within station catchment areas and mitigating the need for automobile parking at station locations. Moreover, providing improved infrastructure within transit catchment areas will promote the increased safety for pedestrians and cyclists.

The proposed study directly addresses several of the Federal and State Transportation Planning Goals. The most applicable Federal Transportation Planning Goals addressed by the proposed study include:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

The most applicable State Transportation Planning Goals addressed by the proposed study include:

1. Improve Mobility and Accessibility: Expand the system and enhance modal choices and connectivity to meet the State's future transportation demands.
2. Support the Economy: Maintain, manage, and enhance the movement of goods and people to spur the economic development and growth, job creation, and trade.

3. Enhance Public Safety and Security: Ensure the safety and security of people, goods, services, and information in all modes of transportation.

Should staff receive authorization to proceed with the grant application, staff would work with local jurisdiction staff on Metrolink and E Street sbX corridors to develop a detailed scope of work and schedule for the project to be submitted with the grant application. Any jurisdictions that do not wish to participate in the study would not be required to do so.

It should also be noted that the grant has an 11.47% local match requirement. However, the local match can be provided as an in-kind contribution. As SANBAG is continuing to work on the update to the Non-Motorized Transportation Plan and is preparing the plan with purely in-house resources, meeting the 11.47% local match requirement should not pose an additional burden on the SANBAG Budget for either FY09/10 or FY10/11.

Financial Impact: This item is consistent with the current adopted FY09/10 Budget, Task No 40410000 Subregional Transportation Planning. Successful receipt of grant funding would necessitate a future budget amendment.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on January 21, 2010.

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Ryan Graham, Transportation Planning Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 15

- Date:** January 21, 2010
- Subject:** Interim Long Range Transit Plan Workshop Announcement
- Recommendation:*** Set the SANBAG Board workshop for the Interim Long Range Transit Plan (LRTP) for immediately following the April 7, 2010 regularly scheduled SANBAG Board meeting.
- Background:** When the Interim LRTP was presented to the SANBAG Board in December 2008, several Board Members expressed concern over what was or was not included in the interim plan. In the agenda item, staff acknowledged that the adoption of the interim LRTP was being sought so that over the course of the next year, a more concise understanding of how changes to land use designations in response to SB 375 might affect the future transit network. Board Member McCallon asked that the interim LRTP be referred back to the policy committee and Board Member Ovitt requested that a Board workshop be held. Staff is recommending that the CRTC Committee set 12:00 (noon) on March 18, 2010 as the date and time for the Board Interim LRTP Workshop. However, due to conflicts with this date the Workshop was moved to follow the April 7 Board meeting.
- Financial Impact:** This item is consistent with the adopted budget. The staff work effort for the preparation of the Interim LRTP is covered under Task 30910000 – General Transit. After the Board workshop, staff will negotiate an amendment to contract with Parsons Transportation Group to address the concerns and issues raised and assist in the preparation of a Final LRTP as a result of the responses to SB 375.
- Reviewed By:** This item was reviewed by the Commuter Rail and Transit Committee on January 21, 2010 and unanimously recommended for approval.
- Responsible Staff:** Mitch Alderman, Director of Transit and Rail Programs

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 16

Date: February 3, 2010

Subject: Southern California Regional Rail Authority (SCRRA) Potential Riders Survey Results

Recommendation: * Receive presentation on the most recent potential rider survey that includes key findings on safety, quality of service, and overall experience and impressions for existing and potential riders.

Background: In May 2009, SCRRA conducted a survey of potential riders. Attached is the PowerPoint presentation of the survey results that was presented to the SCRRA Planning and Development Committee on January 8, 2010.

Financial Impact: This item has no immediate impact on the adopted SANBAG Budget. The survey results do provide SCRRA with information that will assist them in attracting new riders to the Metrolink system.

Reviewed By: This item was reviewed and received by the Commuter Rail and Transit Committee on January 21, 2010.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____



Metrolink

**Survey Conducted:
May 8-21, 2009**

620-376a-c

Fairbank, Maslin, Maullin & Associates
Opinion Research & Public Policy Analysis

Santa Monica, CA – Oakland, CA – Madison, WI – Mexico City

Objective

- Determine awareness and perceptions of Metrolink among current and potential riders.
- Help develop effective messaging strategies.

Methodology

- Survey conducted May 8 to 21, 2009
- Research included three Internet-based surveys with:
 - Current riders ages 18 to 60 (n=709)
 - Gen-Y potential riders ages 18 to 26 (n=827)
 - Other potential riders ages 27 to 60 (n=809)

Key Findings - Strengths

- Metrolink is well-known and well-regarded among current and potential riders.
- Current riders are overwhelmingly satisfied with their Metrolink commute.
- Metrolink is considered a traffic-free and stress-free way to commute, a smart and environmentally responsible travel alternative, and a way to be productive during one's commute—with current and potential riders alike.
- The same messages are most effective with all demographic groups. This will allow Metrolink to promote a broad message, rather than more expensive and complex targeted appeals.

Key Findings - Weaknesses

- Two out of three potential riders do not know that Metrolink and Metro are two different transportation organizations.
- There is a strong awareness of recent Metrolink accidents, including the 2008 Chatsworth accident. This suggests that there is a modest positive association between Metrolink and safety.
- Metrolink is not strongly associated with convenience, including its schedule and station locations. Potential riders also weakly associate it with reliability and being a fast way to commute.
- Low proportions of potential riders say Metrolink is “used by people like myself.”
- Metrolink is weakly associated with comfort-traits, including being well-managed, clean and well-maintained, and comfortable.

Key Findings - Opportunities

- A growing environmental awareness allows residents to more easily accept that Metrolink is a smart, responsible, and environmentally-friendly way to travel.
- Rising gas prices make Metrolink a more cost-effective alternative to commuting by car. The survey clearly shows that Metrolink is more strongly associated with being cost-effective than a car.
- Metrolink allows riders to save money by reducing wear-and-tear on their cars, and messages to this point are effective.
- Residents are willing to consider Metrolink, suggesting an open-mind toward it.
- Metrolink is the answer to avoiding the frustration of traffic congestion, evidenced by the solid association with this point.

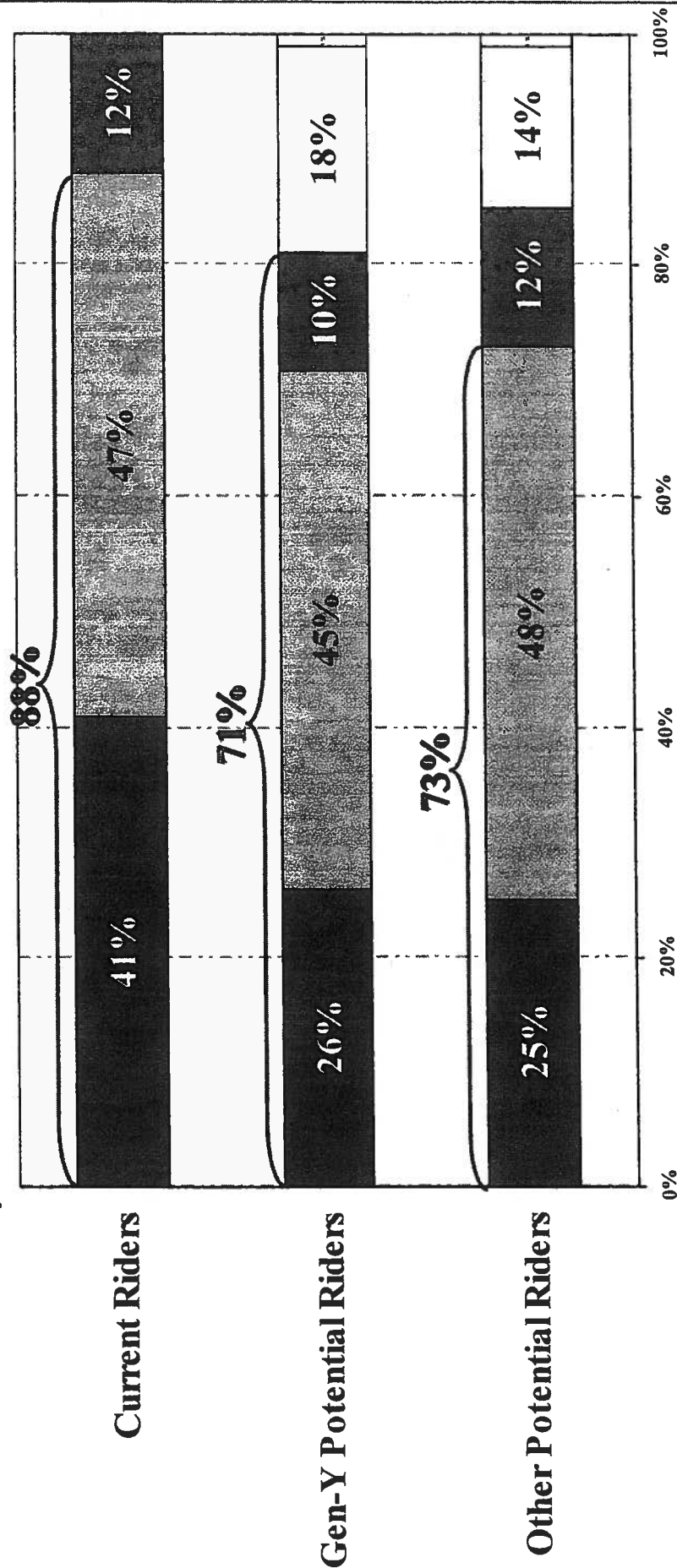
Key Findings - Threats

- Negative news stories or events may erode weakly held safety perceptions.
- Residents accept and appreciate the social, environmental, and psychological benefits of using Metrolink, but the longstanding “car culture” is a social barrier. The vast majority consider a car a better commuting option than Metrolink for themselves.
- While saving money on gas may be an opportunity, lower gas prices that reduce the cost of driving may negatively impact Metrolink.
- Concerns about crime in the region may undermine willingness to use Metrolink. Low numbers of potential riders strongly consider Metrolink to be secure from crime.

Metrolink is well-known and well-regarded among current and potential riders

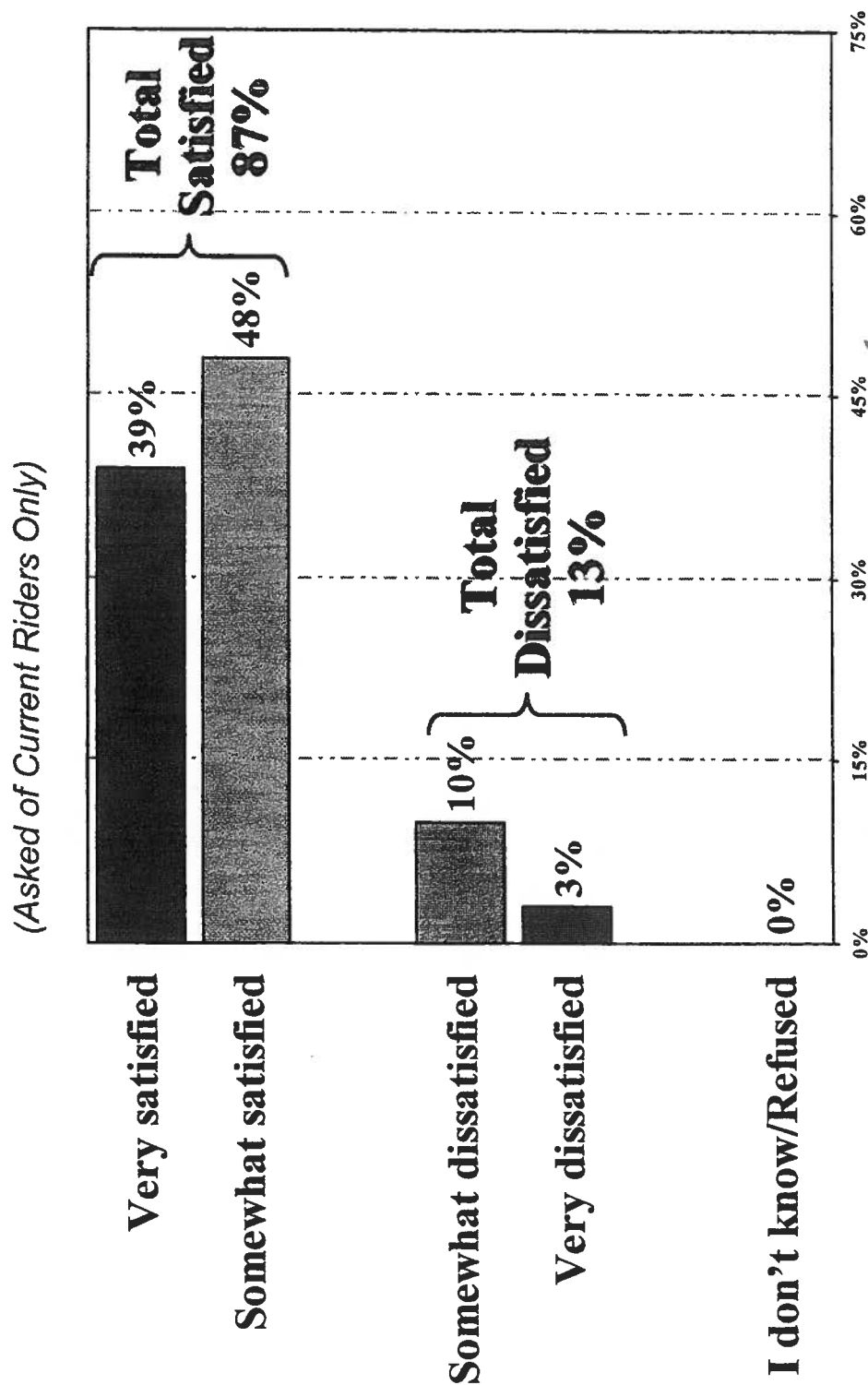
(Asked of All Respondents)

■ Very Favorable ■ Somewhat Favorable ■ Total Unfavorable □ Heard of But Can't Rate □ Never Heard Of



A10a/B9a/9a. Here is a list of names of some organizations. Please indicate whether you have an overall very favorable, somewhat favorable, somewhat unfavorable, or very unfavorable opinion of that organization.

The vast majority of current riders are satisfied with their Metrolink commute



A8a/b/c. In thinking only about the Metrolink portion of your commute, please indicate how satisfied you were with your commute to work?

Approximately two-thirds of potential riders do not know that Metrolink and Metro are different transportation organizations

(Asked Only of Gen-Y Potential Riders and Other Potential Riders)

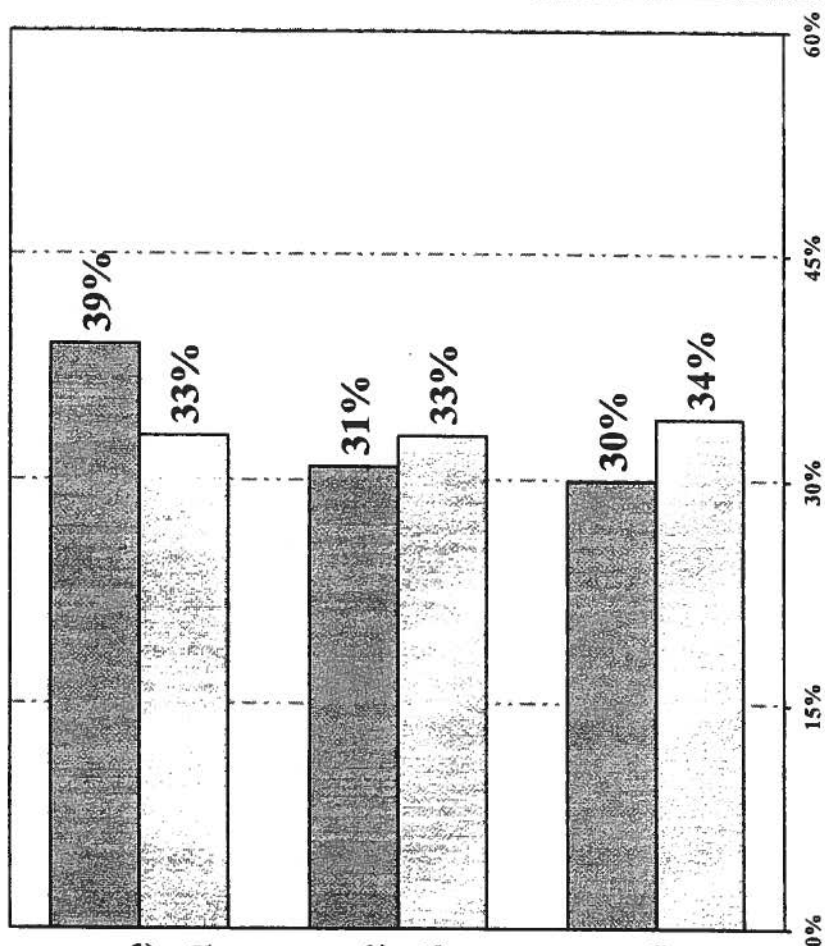
**Metrolink and Metro are really the same
public transportation organization**

OR

**Metrolink and Metro are different public
transportation organizations**

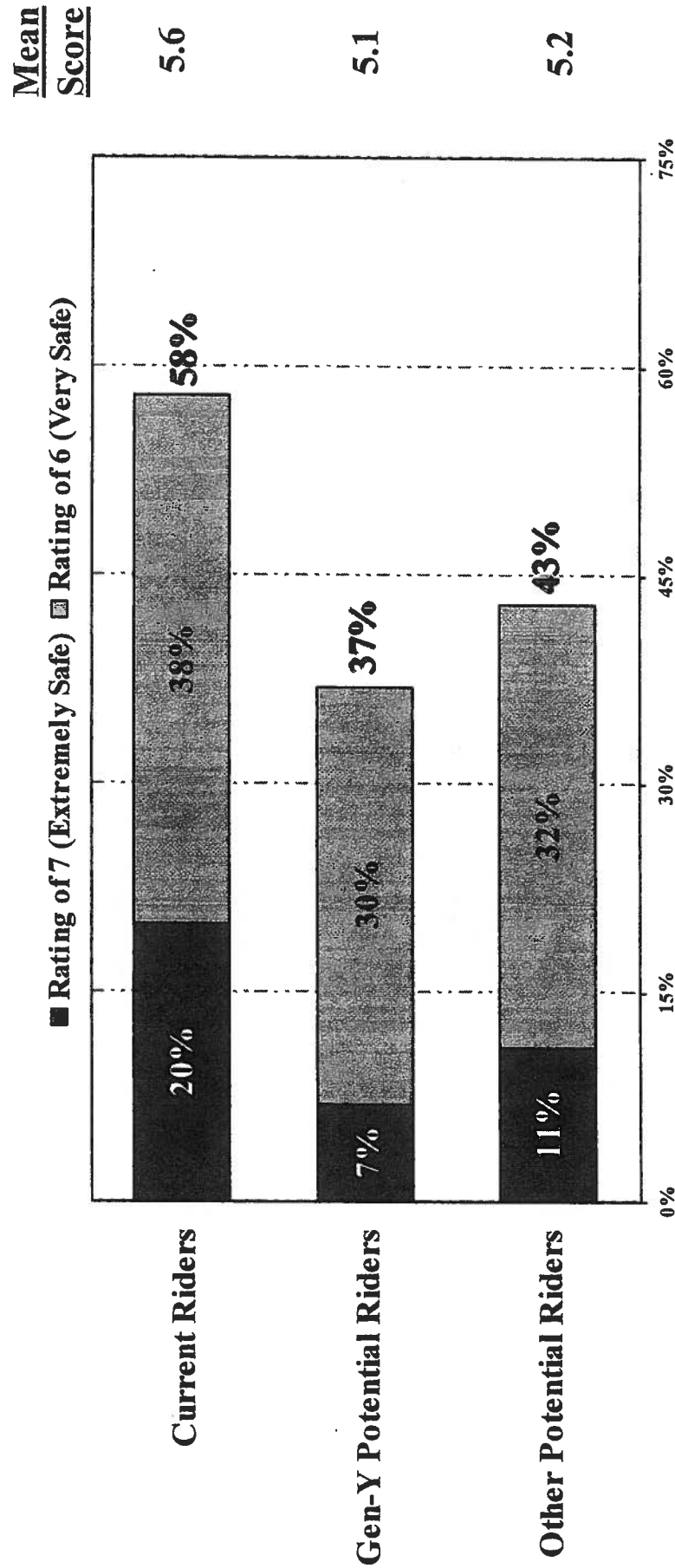
Unsure

■ Gen-Y Potential Riders □ Other Potential Riders



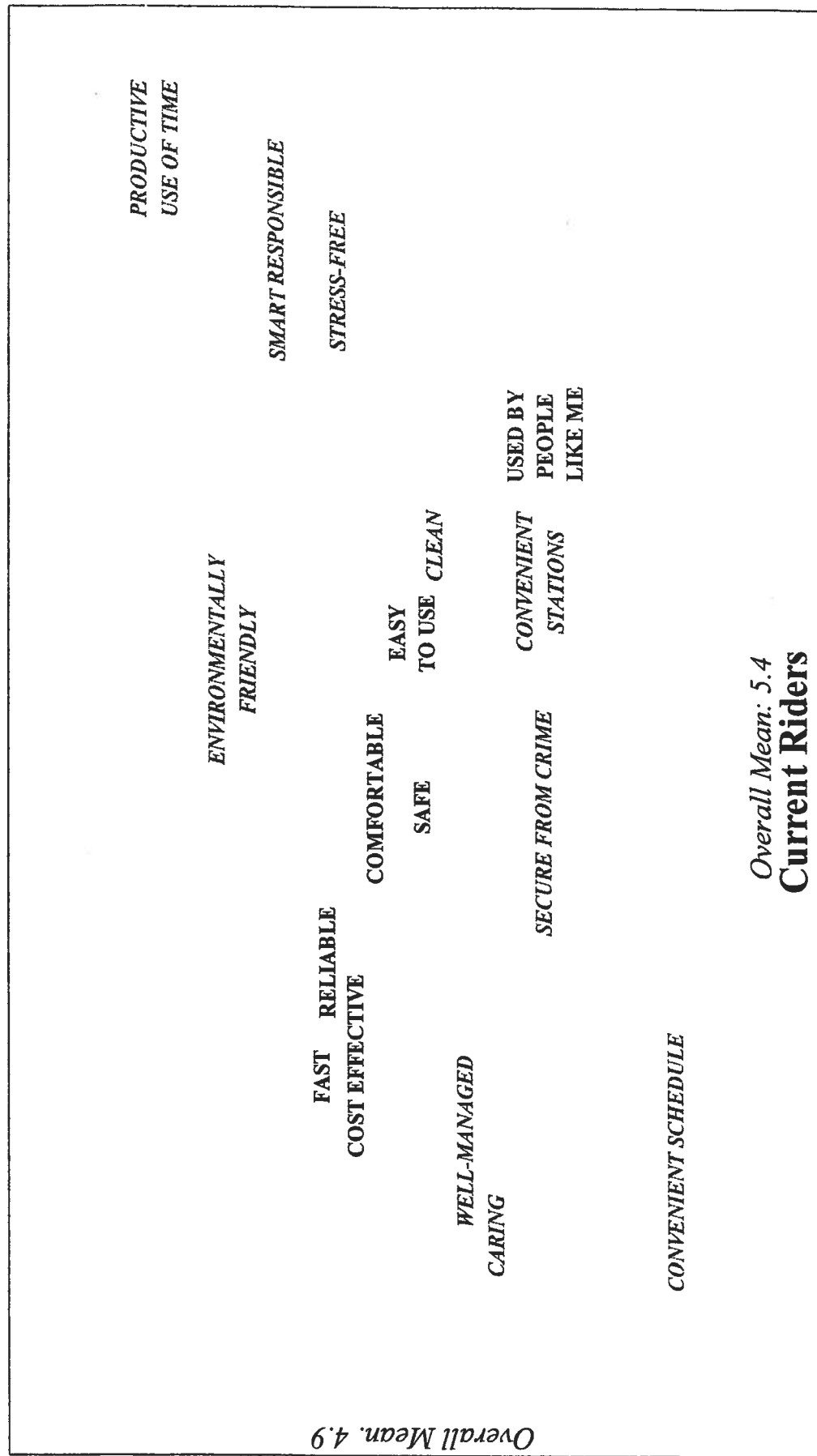
Ratings are generally positive on average for Metrolink's safety, but not strongly held

(Asked of All Respondents)



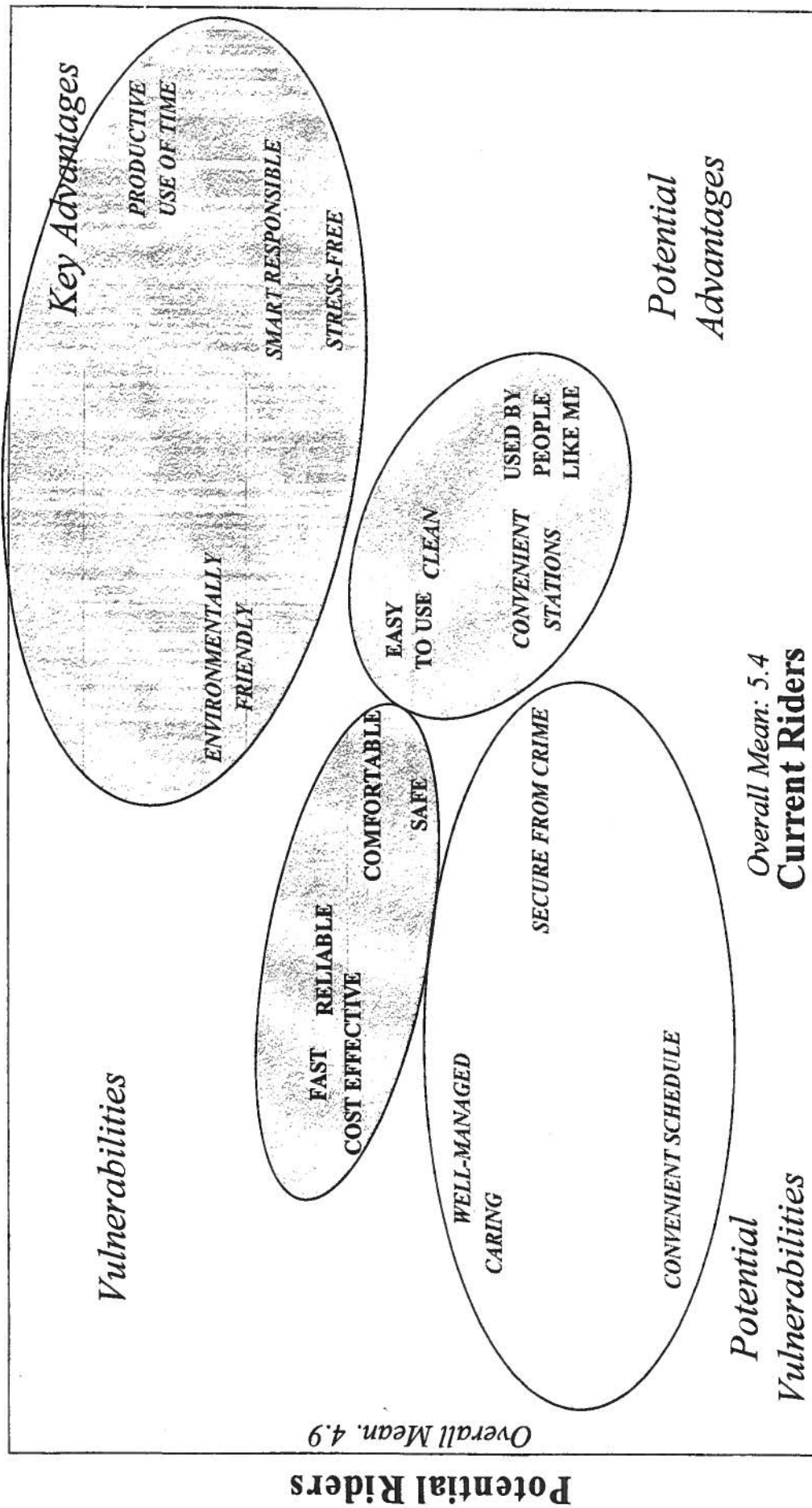
A17/B23/C23. How safe would you rate Metrolink as a means of transportation? Please use the 1 to 7 scale below, where a 1 means you believe it is not at all safe and a 7 means it is extremely safe.

Mean Association Ratings for Current and Potential Riders



*Strongest association with Metrolink among current and potential riders
Strongest association with current riders only
Weakest association with potential rider*

Mean Association Ratings for Current and Potential Riders



*Strongest association with Metrolink among current and potential riders
Strongest association with current riders only
Weakest association with potential rider*

Recommendations

Capitalize on Strengths:

- Focus on Metrolink allowing riders to be more productive during their commutes.
- Highlight Metrolink as the traffic-free, less-stress way to travel.
- Highlight that riding Metrolink is smart, socially responsible, and environmentally-friendly as a secondary message.
- Promote the same benefits across demographic groups and regions. The results clearly show the same attributes appeal to a broad range of demographic groups.

Recommendations Continued

Address Weaknesses:

- Continue to promote the Metrolink name to help increase the distinction between Metrolink and Metro.
- Don't compete with the car over which is more convenient based on Metrolink's schedule and stations. Instead, focus on an easy system to use, reliability, and a productive use of time.
- Bolster safety impressions by promoting current safety measures, both in terms of train safety and safety from crime.
- Current riders strongly associate Metrolink with being reliable, but Metrolink must bolster this impression among potential riders.

Recommendations Continued

Take Advantage of Opportunities:

- Make it clear that Metrolink saves you money—not just on gas, but on preventing car wear-and-tear. Take advantage of pre-existing impression that Metrolink is more cost-effective than commuting by car.
- Encourage residents to give Metrolink a try, rather than working to convert them completely—to take advantage of the open-mindedness.
- Leverage the readily accepted perception that Metrolink is a stress-free way to travel (that lets you be productive on your commute) to make Metrolink appealing to a traffic-frustrated public.

Recommendations Continued

Minimize Threats:

- Make it clear that Metrolink has a proven safety record, in both train safety and safety from crime. Use safety messages to further assure potential riders of its safety.
- Work to develop a strong case that Metrolink is a faster form of commuting than alone in a car.
- Some of the groups most amenable to Metrolink are also the hardest to reach, including Latino, African-American, non-college educated, and low-income groups. Extra efforts will be needed to make sure communications reach these audiences.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 17

Date: February 3, 2010

Subject: Southern California Regional Rail Authority (SCRRA) Fiscal Year 2009/2010 Budget Shortfall

Recommendation:* Receive update on the current estimated fiscal year budget shortfall of \$7.7 million with potential solutions.

Background: Primarily due to the recession and high unemployment rate hitting Southern California, SCRRA is estimating a \$7.7 million shortfall in passenger revenue. In addition, freight rail revenue (revenue the two railroads pay SCRRA for operating over member agency railroads) has declined as the amount of freight being moved by rail is also down during this recession. SCRRA has also experienced increases in insurance premiums, in part due to increasing liability limits. The combined budgetary impact is estimated to nearly \$12 million.

Over the past several months, the SCRRA Board has been informed of the impact to the current year budget and the staff and member agencies have presented various options to close the budget gap. A proposed fare increase of up to 6% and potential service reductions along with a host of budget expense reductions have presented. The budget expense reductions totaled \$8.2 million, leaving a gap of \$3.3 million.

In December the SCRRA Board rejected a proposed 3% fare increase and continued the public hearing on possible service reductions. At its meeting on January 8, a series of possible service reductions were considered. They included

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

an elimination of a number of trains affecting the San Bernardino Line; four Saturday trains, two Sunday trains and two weekday off-peak trains. Also proposed was the reduction of four weekend and two weekday trains on the Inland Empire/Orange County (IEOC) Line. Additional service reductions were proposed for the Orange County and Antelope Valley weekend service and Ventura weekday service.

The SCRRA Board approved the service reductions affecting the IEOC and Orange County line weekend service. In exchange for not reducing the proposed service on the San Bernardino Line, LA Metro agreed to pay their 60% share of the operating costs for services previously paid for in total by SANBAG. And the Board rejected the recommendations for service reductions on the Ventura and Antelope Valley Lines. At the conclusion, the remaining budget short fall was over \$3 million and the Board directed that this amount be covered from member agency prior year budget surpluses.

Ironically, after the budget expense reductions were approved, SANBAG was never in a deficit position and is expected to save about \$184,000 in operating subsidy to SCRRA. We will end the fiscal year with a balance of about \$2.7 million that will be needed to help offset the expected increase in operating subsidy next year.

Financial Impact: This item has no immediate impact on the SANBAG Budget. As noted above, with prior year balances and expected savings in the current year, SANBAG should have a surplus of \$2.7 million available for next year's SCRRA budget.

Reviewed By: This item was reviewed and received by the Commuter Rail and Transit Committee on January 21, 2010.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 18

Date: February 3, 2010

Subject: Expenditure Plan for the remaining Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

Recommendation: * Approve the distribution of \$70,286,423 in remaining Proposition 1B PTMISEA funds as identified in the attached Expenditure Plans (Attachments A through G).

Background: Proposition 1B, approved by the voters in November 2006, includes a provision that \$4 billion be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Of this amount, \$3.6 billion is to be made available to project sponsors for eligible public transit capital projects. The remaining \$400 million will be used for state-supported intercity passenger rail projects.

Upon appropriation by the Legislature, 50% of the annual amount made available is allocated to Regional Transportation Planning Agencies (RTPAs) and county transportation commissions based on population and 50% is allocated to eligible public transit operators. The following transit operators receive allocations: Morongo Basin Transit Authority (MBTA), Mountain Area Regional Transit Authority (MARTA), Omnitrans, Southern California Regional Rail Authority and Victor Valley Transit Authority (VVTa).

Because of the budget problems facing the State, it is having difficulty selling bonds to produce revenue for projects submitted and approved for allocation in

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Fiscal Years 2008/2009 and 2009/2010 (funds appropriated in the current fiscal year). This situation triggered the swap of STA for PTMISEA that the SANBAG Board approved in December 2009.

AB 1072, Chapter 271, Statutes of 2009, requires that project sponsors submit to Caltrans a description of transit capital projects it intends to fund with PTMISEA appropriated in the current fiscal year (2009/2010) as well as subsequent fiscal years through FY 2016/2017. The expenditure plan is due to Caltrans by February 1, 2010.

Attachment A provides the remainder of PTMISEA to be allocated to eligible transit agencies and SANBAG (acting as the county transportation commission). Between the allocations to transit agencies and to SANBAG, a total of \$83.9 million in PTMISEA is available. Column A provides the amounts to be allocated to the five eligible transit agencies, totaling \$13.6 million. Column B provides the amount to be allocated to SANBAG, totaling almost \$70.3 million, as well as how those funds would be distributed. Since the inception of this program, staff has attempted to insure that an equitable distribution of the Population Allocation revenue is made among all of the transit systems, including the two that do not receive direct allocations – Barstow Area Transit and Needles Area Transit. Column C shows the adjustments that need to be made to insure the equitable distribution of population funds as well as repayment for the STA swap. Column D shows the total amount of PTMISEA funds remaining to be allocated to projects for each transit system.

It should be noted that with the loss of State Transit Assistance (STA) funds, which were used exclusively for transit capital projects, the use of PTMISEA revenue for capital projects has become a replacement for STA for all of our transit agencies. And while the law suit filed by the California Transit Association against the State for using sales tax revenue generated from the sale of gasoline and diesel for General Fund purposes has been successful, there is doubt that with the State facing another daunting deficit, there will be any return of STA in the near future. In fact the Governor's proposed budget eliminates the sales tax on fuel and replaces it with an excise tax that can only be used for highway purposes.

With that in mind, staff convened meetings with each of the transit systems to determine what projects to include in the required Expenditure Plan. While each eligible transit operator receives a direct allocation of PTMISEA, the amount is often not sufficient to fully fund the desired project and if Federal capital funds

are not available, additional PTMISEA funds from the allocation to SANBAG is needed.

In order to minimize the administration of these funds, staff and the operators that receive an allocation have agreed to place the full amount of operator allocation funds on one or two projects and fund the balance of the expenditure plan projects with population allocation funds.

Attachments B, C, D, E and F are the recommended expenditure plans for the five transit systems receiving an Operator Allocation and include some revenue from the Population Allocation to fully fund the project(s). Attachment G is the recommended expenditure plan for the balance of Population Allocation to SANBAG.

Financial Impact:

This item has no immediate impact on the adopted budget. Subsequent allocations of GC 8879.55(a)(2) – Population Allocation to specific transit capital projects that do not also contained GC8879.55(a)(3) – Operator Allocation funds will be required to pass through SANBAG.

Reviewed By:

This item was reviewed by the Commuter Rail and Transit Committee on January 21, 2010 and unanimously recommended for approval.

Responsible Staff:

Mitch Alderman, Director of Transit and Rail Programs

ATTACHMENT A

Remaining PTMISEA Allocations

	Column A	Column B	Column C	Column D
	Operator GC 8879.55(a)(3)	Population GC 8879.55(a)(2)	STA/PTMISEA Swap & PY Adjustments	Adjusted Total Available
Operator Allocation:				
Morongo Basin Transit Authority	\$215,033			
Mountain Area Regional Transit Authority	\$144,614			
Omnitrans	\$5,655,666			
Southern California Regional Rail Authority	\$6,799,128			
Victor Valley Transit Authority	\$822,271			
	\$13,636,712			
Population Target:				
San Bernardino Valley		\$70,286,423		
Omnitrans		\$52,316,926		
Southern California Regional Rail Authority		\$31,390,155	(\$6,207,760)	
Mountain/Desert		\$20,926,770	\$7,216,105	
Victor Valley Transit Authority		\$17,969,497		
Barstow Area Transit		\$11,666,197	(\$1,589,776)	
Mountain Area Regional Transit Authority		\$1,920,682	\$312,019	
Morongo Basin Transit Authority		\$1,710,249	\$333,945	
Needles Area Transit Authority		\$2,409,842	(\$171,019)	
Subtotal Mtn/Dsrt		\$262,528	\$106,486	
		\$17,969,497	\$0	
Total Available Target:				
Omnitrans				30,838,061
Southern California Regional Rail Authority				34,942,003
Barstow				2,232,701
Morongo Basin Transit Authority				2,453,856
Mountain Area Regional Transit Authority				2,188,808
Needles				369,014
Victor Valley Transit Authority				10,898,692

Public Transportation Modernization, Improvement, & Service Enhancement Program (PTMISEA) PTMISEA Program Expenditure Plan Worksheet

Sponsor Agency: Omnitrans
City/County: San Bernardino/San Bernardino
Sponsor Contact: Maurice Manson
Email: Maurice.Manson@omnitrans.org
Phone: (909) 375-7169

Total PTMISEA Appropriation: 5655666 + 25182395 (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

Project Name	Project Description	PTMISEA Funds by FY											Other Fund Sources			Total Estimated Project Cost
		Prior	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	Federal	State	Local	
Operator Allocation																
1. abx - BRT																
Population Allocation																
1. abx - BRT																
2. Service Vehicles																
3. Revenue Vehicles																
4. Management Information System																
5. Facility Infrastructure																
6. Service Equipment																
7. Transit Enhancements																
8. Revenue Vehicles/Fixed Route																
9. Revenue Vehicles/Fixed Route																
10. Revenue Vehicles/Fixed Route																
11. Revenue Vehicles/Fixed Route																
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Description:
Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's entire share of PTMISEA funds for the life of the bond.
The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA appropriation (above).

Shaded areas are pre-calculated. Please do not change the formulas.

Sponsor Agency Signature: _____
Callans Signature: _____

Date: _____
Date: _____

Sponsor Agency: Southern California Regional Rail Authority
City/County: Los Angeles/San Bernardino
Sponsor Contact: Joanna Capelle
Email: capellej@scrra.net
Phone: 213 247-8049

Total PTMISEA Appropriation: 6799128 + 28142875 (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

[illegible]

Description:
Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's entire share of PTMISEA funds for the life of the Bond. The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA appropriation (above).

Shaded areas are pre calculated. Please do not change the formulas.

Sponsor Agency Signature : _____

Caltrans Signature : _____

Date: _____

Public Transportation Modernization, Improvement, & Service Enhancement Program (PTMISEA)
PTMISEA Program Expenditure Plan Worksheet

Sponsor Agency: Victor Valley Transit Authority
City/County: Hesperia/San Bernardino
Sponsor Contact: Kevin Kane
Email: kkane@vvtas.org
Phone: (760) 948-4330

Total PTMISEA Appropriation: 822271 (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

Project Name	Project Description	PTMISEA Funds by FY										Other Fund Sources			Total Estimated Project Cost	
		Prior	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total	Federal	State	Local		
Operator Allocation	GC 8876.55(b)(3)															
TS hardware/software	ADA paratransit and fixed route communications and data resources				\$822,271											
Population Allocation	GC 8876.55(b)(2)															
fixed route rplc buses	Purchase fixed route replacement buses (match)															
shelters & Accessibility Imprv.	Purchase shelters, benches, and accessibility improvements			\$137,640												
communications systems	Purchase new communication systems for fixed routes/paratransit			\$125,000												
TS hardware/software	Purchase ADA paratransit and fixed route communications and data resources			\$150,000												
ADA ParaT. Rplc buses	Purchase ADA Paratransit replacement buses				\$382,918											
shelters & Accessibility Imprv.	Purchase shelters, benches, and accessibility improvements				\$475,000											
Service vehicles rplc	Purchase replacement service vehicles				\$125,000											
ADA ParaT. Rplc buses	Purchase ADA Paratransit replacement buses				\$70,000											
shelters & Accessibility Imprv.	Purchase ADA Paratransit replacement buses				\$500,000											
service vehicle rplc	Purchase shelters, benches, and accessibility improvements				\$35,863											
Premium ParaT. Rplc buses	Purchase replacement service vehicle															
shelters & Accessibility Imprv.	Purchase Premium Paratransit replacement buses				\$125,000											
County Rplc buses	Purchase shelters, benches, and accessibility improvements				\$480,000											
fixed route rplc buses	Purchase County replacement buses Type VII's															
ADA ParaT. Rplc buses	Purchase fixed route replacement buses							\$2,000,000								
shelters & Accessibility Imprv.	Purchase ADA Paratransit replacement buses							\$880,000								
ADA ParaT. Rplc buses	Purchase ADA Paratransit replacement buses							\$100,000								
Service vehicles rplc	Purchase replacement service vehicles							\$760,000								
shelters & Accessibility Imprv.	Purchase shelters, benches, and accessibility improvements							\$75,000								
Service vehicles rplc	Purchase replacement service vehicles							\$100,000								
fixed route rplc buses	Purchase fixed route replacement buses							\$80,000								
ADA ParaT. Rplc buses	Purchase ADA Paratransit replacement buses							\$2,500,000								
shelters & Accessibility Imprv.	Purchase ADA Paratransit replacement buses							\$450,000								
	Purchase shelters, benches, and accessibility improvements							\$100,000								

Description: Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's entire share of PTMISEA funds for the life of the bond. The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA appropriation (above).

Values are pre-calculated. Please do not change the formulas.

Sponsor Agency Signature: _____
Caltrans Signature: _____

Date: _____
Date: _____

ATTACHMENT E

Public Transportation Modernization, Improvement, & Service Enhancement Program (PTMISEA)
PTMISEA Program Expenditure Plan Worksheet

Sponsor Agency: Morongo Basin Transit Authority
City/County: Joshua Tree/San Bernardino
Sponsor Contact: Joe Meador
Email: joe@mbta.bus.com

Total PTMISEA Appropriation: 215033 + 2238823 (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

[illegible]

Description: Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's entire share of PTMISEA funds for the life of the Bond. The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA appropriation (above).

Shaded areas are pre calculated. Please do not change the formulas.

Sponsor Agency Signature :
Caltrans Signature :

Date: _____ Date: _____

Public Transportation Modernization, Improvement, & Service Enhancement Program (PTMISEA)
PTMISEA Program Expenditure Plan Worksheet

Sponsor Agency: Mountain Area Regional Transit Authority (MARTA)
City/County: Big Bear Lake /San Bernardino County
Sponsor Contact: Kathy Hawksford
Email: khawksford@marta.cc
Phone: 909-878-5200

Total PTMISEA Appropriation: **144814 + 2044194** (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

Project Name Operator Allocation	Project Description	Prior	PTWSEA Funds by FY										Other Fund Sources			Total Estimated Project Cost
			09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total	Federal	State	Local		
GC 8878.55(p)(3)																
1. Revenue Vehicle Replacement	2-23' gas replacement buses			144,614												
GC 8878.55(p)(2) - Funds from SANBAG																
1. Revenue Vehicle Replacement	2-23' gas replacement buses		23,388													
2. Revenue Vehicle Replacement	5-23' gas replacement buses			482,000												
3. Revenue Vehicle Replacement	1-25' gas replacement bus			117,252												
4. Revenue Vehicle Replacement	1-25' gas replacement bus				123,115											
5. Revenue Vehicle Replacement	6-29' diesel replacement buses				809,922											
6. Revenue Vehicle Replacement	3-23' gas replacement buses					304,920										
7. Revenue Vehicle Replacement	2-29' diesel replacement buses					203,599										

Description: Each project sponsor shall complete the above table listing each project to be funded with PTMISEA funds. These projects should represent the sponsor's entire share of PTMISEA funds for the life of the Bond. The total amount in the blue highlighted cell (below) should equal the project sponsor's total PTMISEA appropriation (above).

shaded areas are pre calculated. Please do not change the formulas.

Sponsor Agency Signature: _____

Date: _____ Date: _____

Public Transportation Modernization, Improvement, & Service Enhancement Program (PTMISEA) PTMISEA Program Expenditure Plan Worksheet

Sponsor Agency: San Bernardino Associated Governments
City/County: San Bernardino/San Bernardino
Sponsor Contact: Mitch Adreman
Email: maderman@sanbag.ca.gov
Phone: (909) 884-8276

Total PTMISEA Appropriation: 22327011-369014 (This is the total amount of PTMISEA funding that was listed in the October 30, 2009 letter from the California State Controller, John Chiang.)

Project Name	Project Description	PTMISEA Funds by FY										Other Fund Sources			Total Estimated Project Cost	
		Prior	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Total	Federal	State	Local		
Population Allocation	GC 8879.55(e)(2) - Funds from SANBAG															
A. City of Barstow	Barstow Area Transit															
1. Vehicle Replacement	2 Replacement vehicles for Barstow Area Transit			\$318,958												\$318,958
2. Vehicle Replacement	4 Replacement vehicles for Barstow Area Transit				\$637,914											\$637,914
3. Vehicle Replacement	2 Replacement vehicles for Barstow Area Transit					\$318,957										\$318,957
4. Vehicle Replacement	2 Replacement vehicles for Barstow Area Transit						\$318,957									\$318,957
5. Central Transfer Station	The construction and design of Barstow Area Transit Central Transfer Station				\$318,957	\$318,957										\$637,914
B. City of Needles	Needles Area Transit															
1. Vehicle Replacement	1 Replacement vehicle for Needles Area Transit				\$65,000											\$65,000
2. Vehicle Replacement	1 Replacement vehicle for Needles Area Transit					\$65,000										\$65,000
3. Facility Improvement	Improve City Yard (paving, fencing, structures) for relocation of NAT operations		\$239,014													\$239,014

Description:
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Shaded areas are pre calculated. Please do not change the formulas.

Sponsor Agency Signature :
Caltrans Signature :

Date:
Date: